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The Long Island FISHERMAN

The Largest Weekly Sportfishing Magazine in the United States!

December 17th, 1981 ★ Volume 16, Number 50 ★ 16th Year of Publishing ★ SEVENTY-CENTS

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Billy Geis of Merrick called in by the Wednesday deadline to become this last week's winner of the L.I.F Bumper Sticker Contest. He chose a trip aboard the Starstream II.

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Volume 16, Number 50 **December 17th, 1981**

Features:

NATIONAL SCENE ..... Al Ristori 5
Fish Talk:
TIDBITS ..... William A. Muller ... 6
Surf Fishing:
WINTER MAINTENANCE: WRAP UP ... Andy Regina 8
Sinker Bouncing:
RECORD KEEPING ..... Matt Ahern 10
WINTER TACKLE MAINTENANCE ..... C. Boyd Pfeiffer 12
JOINING THE RANKS ..... Andy Regina 14
A FISHERMAN'S CHRISTMAS ..... John V. Konior 16
Travel Tips:
THE LONG DISTANCE TRAVELER ..... Al Ristori 18
SOME '81 WORLD RECORD FISH ..... Fred Guardineer 21

Departments:

Bumper Sticker Contest 2
Pass It On 4
New Products 4
Fishing Reports 22
Tide & Solunar Tables 29
Fisherman's Classified 30

About the Cover—

Fred Guardineer captures the spirit of Christmas in his own special way. The entire Fisherman staff takes this opportunity to wish its family of readers and advertisers, a joyous and peaceful holiday season!

COMING NEXT WEEK: ★ **VACATION TIME** ★ **Next Issue Jan. 7, 1982**

Richard Reina — PUBLISHER
Al Ristori — ASSOCIATE EDITOR
Pete Barrett — CONTRIBUTING EDITOR
W.A. Muller — MANAGING EDITOR
Stu Miller — ADVERTISING MANAGER
Tim Coleman — CONTRIBUTING EDITOR
Fred Golofaro — EDITOR
Carolyn Brewer — ART DIRECTOR
Rich S. Reina — PRODUCTION MANAGER

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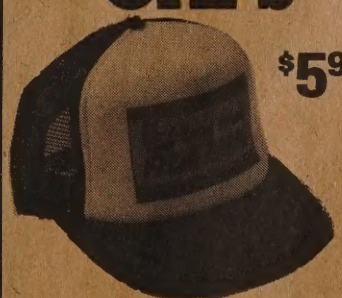

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Pass It On...

ATTENTION:
FISHERMAN STAFF ON VACATION FOR HOLIDAYS—NEXT ISSUE: JANUARY 7TH

This issue brings to a close "The Fisherman's" 16th year of publishing. As in past years, publishing will resume with the first issue in January. Some changes will be evident right from the start as we attempt to make '82 an even better year for our family of readers. A happy, healthy Holiday Season to all and see you in '82.

CITY ISLAND POWER SQUADRON HOLDS DINNER DANCE

Inauguration Dinner and Dance of the City Island Power Squadron, a Division of District #4 of the U.S. Power Squadrons, was held November 12, 1981 at Thwaites Restaurant, City Island, N.Y.

Officiating at the swearing in of the Bridge Officers was D/C C. Kenneth Wall AP Dist. 4; D/Lt/C Arthur Schilling AP; and P/D/C George C. Shirley JN.

The Bridge Officers of the newly formed City Island Power Squadron consist of: Commander Henry DiMatteo N; Executive Officer Michael Fabrizi N, Administrative Officer Harrison McKay N; Secretary A. Aquilato S; Treasurer P/C Sid Green AP; Squadron Educational Officer Joseph Masone N.

The City Island Power Squadron was formed to serve the safety and educational needs of our community.

COURSE IN NAVIGATION AND SAFE BOATING

A course in Navigation and Safe Boating will be conducted at Brooklyn College, Boylan Hall, Rm. 1301, starting January 8, 1982. This series of lectures is sponsored by the U.S. Coast Guard Auxiliary, Flotilla 11-6. Subjects covered include piloting, chart reading, compass, knots and splicing, rules of the road, seamanship, marine engines and marine radio procedures. At the conclusion of the course, certificates will be awarded to those achieving passing grades.

For further information, call Ronald Blicksilver, 399-8594.

JOHNSON & TOWERS FEATURING 675HP TURBO DIESEL AT NATIONAL BOAT SHOW

Responding to the increasing demand for more powerful diesel engines for sport fishing yachts 45 feet and larger, Johnson & Towers, Inc., Mt. Laurel, NJ, is featuring its new 675 shaft hp version of the 8V-92T (turbocharged) engine at the 72nd National Boat Show in New York's Coliseum, Jan. 14-24.

Through its own marine engineering, J & T has increased the power of this Detroit Diesel engine by 125 shaft hp, yet it weighs only 5.9 lbs. per horsepower delivered, according to Al Harris, Vice President-Marketing for the 56-year-old marine engine specialty firm.

The company is also displaying its hot new 8.2 Turbo diesel rated at 205 h.p., an extremely compact engine that fits in hulls where comparable power gas engines do. It is also introducing a new line of 7.5 KW and 10 KW marine diesel generating plants for electrical power.

While increasing the output of the 8V-92T from 550 shaft hp to 675 shp (700 brake hp), Johnson & Towers has incorporated a completely new low profile heat exchanger of its own design which has two cores instead of one and increases cooling capacity by 35% over the standard Detroit Diesel factory package.

Other changes made by J & T in its high-power version of this engine include a new gear oil cooler and new steel front and rear engine mounts with adjustable vibration isolators.

Harris said that this new big engine is already in use in the "mighty" Ocean 55-footer and other leading large sport fishing yachts.

New Products

FENWICK CATALOGS AVAILABLE

Fenwick is offering the 1982 Fenwick Rods and Accessories Catalog and the 1982 Rod Builder's Handbook and Blank Catalog for a $1 postage and handling charge.

In these catalogs you will have the entire 1982 Fenwick line at your fingertips to review and order. Leading this year's Fenwick line is the all new Boron-X Rod series which consists of 17 models ranging from fly rods to spinning rods; from steelhead rods to casting rods and the famous Fenwick Flippin' Stik. This is just one of the many Fenwick rod lines for 1982.

For these catalogs, write to: Fenwick Catalogs, Dept. PBCT, Fenwick/Woodstream, P.O. Box 729, Westminster, CA 92683.

BERKLEY'S 1982 FISHING TACKLE CATALOG

Berkley and Company of Spirit Lake, Iowa is forecasting another record breaking year in 1982. A diversified line of quality fishing tackle products coupled with aggressive merchandising and advertising form a sound basis for achieving these projections.

Berkley's entire line of fishing

(Continued on page 27.)

THE BERING SEA: Desolate, But Productive

by Al Ristori

At this point, it may seem as if we have enough cold right on our doorsteps to hold us for awhile. However, if you think that's bad, what would you think about being in the Bering Sea area right now? Thoughts of that largely ice-bound region of the world were brought to the fore when I received a review copy of the final Environmental Impact State for the Groundfish of the Bering Sea and Aleutian Islands Area. Prepared by the North Pacific Fishery Management Council, this document provides a good look at what may be the most desolate, but productive area on the face of the globe.

Though presently fished almost exclusively by foreign nations (primarily Japan and South Korea), there is hope that American vessels will take over a substantial portion of the huge harvest of groundfish available in the region. The fish biomass in the eastern Bering Sea (U.S. waters) is estimated at an incredible 57 million metric tons.

The physical features of the Bering Sea create conditions so favorable for biological production that it supports some of the largest fish, marine mammal, and bird populations in the world. During the cold winter months there is a buildup of nutrients. The mixing of Pacific and Bering Sea water produces an upwelling of these nutrients along the Aleutian chain, and the broad Continental Shelf of the northeastern Bering Sea provides a favorable habitat for plants and animals that consume those nutrients either directly or indirectly through a complex food web.

The fish of the Bering Sea have plenty of company from marine mammals and birds. The marine mammals include about 700,000 northern fur seals; 300,000 harbor seals; 250,000 ringed seals; 235,000 larga seals; 200,000 northern sea lions; 100,000 ribbon seals, and 240,000 walruses. In addition, there are 13 species of whales (eight of which are on the endangered list), plus harbor and Dall porpoise and the Pacific white-sided dolphin. Add to these about 120,000 sea otters and you can see that there's quite a demand on the fish population. The great variety of bird life is headed by about 20,000,000 shearwaters (can you imagine trying to chum for sharks there!), 5,000,000 murres, 4,500,000 least auklet, 1,200,000 crested auklet, 1,452,000 northern fulmar, 1,500,000 tufted puffin, 4,000,000 fork-tailed stormy petrel, and 1,500,000 black-legged kittiwake.

In contrast to the great diversity of fish, marine mammal and bird life, there are only 50,000 human beings living throughout the entire region—almost all of whom are Eskimos and Aleuts. Surprisingly, these people are not seafarers, but have traditionally been dependent on the wildlife accessible to them at various times of the years in the coastal areas. As the Environmental Impact Statement notes: "The entire culture of these peoples is based upon the pursuit, capture, and consumption of these animals, in the absence of which human life in the region would, until recent years, have been totally impossible. The hunting of these animals thus fulfills deep-seated spiritual and social, as well as physical, needs of the people of the region, needs which purported substitutes offered by the gradually encroaching Western culture have consistently proved unable to satisfy completely."

It's that problem which has created a great deal of embarrassment for the United States in the course of attempting to prevent Japan and the Soviet Union from continuing their whaling operations. Our government would like to allow the Eskimos to continue their very minor subsistence whaling, but Japan and the Soviet Union cite this as hypocrisy on our part.

From November until early summer, great portions of the Bering Sea are covered with ice—yet this is one of the most productive areas on earth. Foreigners have been taking advantage of it for years; but it's hoped that American vessels will continue to move into the Bering Sea and produce a harvest of groundfish which would make the Georges Bank cod, haddock, and flounder catch look like very small potatoes indeed!

Japanese Catching 20% of U.S. Swordfish

According to the South Atlantic Fishery Management Council, Japanese longliners operating off the Atlantic and Gulf Coasts have been catching up to 20% of the total pounds of swordfish landed each year by American fishermen. Of course, the swordfish hooked by foreign longliners must be released, but the mortality rate is very high—often 80% or more. In addition, there have been incidents of the Japanese trading the illegal swordfish to U.S. boats for various inducements. Those shady goings-on were detailed in a recent Wall Street Journal article and will be shown on national television this winter when the American Sportsman show returns to the air.

The South Atlantic Council is responsible for the billfish management plans, and long ago separated swordfish from a plan covering all other billfish—which are only of sporting interest. Even that plan still hasn't overcome repeated objections from the National Marine Fisheries Service. However, the Inter-Council Billfish Steering Committee is working on a badly needed swordfish plan and hopes to have it ready for consideration at the South Atlantic Council meeting in January. Melvin Daniels, Chairman of the Council's Swordfish Committee, said the plan will cap swordfish fishing effort at the 1980 level. Other objectives are to prevent overfishing; obtain biological information and catch data; monitor gear and user group conflicts; and minimize the impacts of foreign fleets on domestic swordfish.

The great boom in night swordfish catches off Florida that occurred several years ago has died out to a whisper, and swordfish longline catches have generally decreased as the number of participants has increased rapidly. Something must be done, and the South Atlantic Council seems to be responding. One of the possible proposals involves area/time closures for the fishery to prevent excess harvests of female swordfish. The New England Council also wants drift gill netting prohibited off the northeastern peak of Georges Bank. It won't be easy to come up with a plan that satisfies all participants in the fishery, but the state of the resource indicates that the time for management is already overdue.

TIDBITS

by William A. Muller

TO END ANOTHER YEAR! We thought it might be interesting to end another year of our publication with a column that deals with the tidbits of information that we have come across recently. Don't look for any helpful info here about catching more and/or bigger fish. Instead we'll touch the worlds of science, international politics, and industry: all related to fishing, of course.

PROFESSOR CAN TURN OFF SHARKS? Maybe, just maybe, the human ancient terror of sharks will be a thing of the past. Dr. Eugenie Clark, noted and respected expert on sharks, says that she may just have the answer to an effective shark repellent. Although only about ten human deaths can be definitely related to shark attacks each year in the world, there are many water deaths that go unsolved, and of course people in specific occupations have a day in-day out problem with sharks. Dr. Clark has been working with sharks for about a quarter of a century and while teaching in Israel some of her students discovered that a fluid produced by a small fish indigenous to the Red Sea could repel a shark! The name of this mighty fish that can defeat the great sharks? The tiny Moses sole. The milky secretion from the sole not only repels the sharks but can cause a shark to become convulsive and can kill the shark under the right conditions. Studies on the Moses sole in both Israel and the U.S. indicates the presence of a chemical that can be easily produced in quantity.

FROM THE NATIONAL WILDLIFE FEDERATION. The NWF reports that concerned conservationists are still waiting for the International Law of the Seas Treaty to be signed. Originally, this agreement was to be signed by the U.S. in late 1981, but the Reagan Administration has announced that it will delay final action until 1982. Essentially, the Law of the Seas Treaty would involve 150 nations and would protect the oceans from "unwise and indiscriminate exploitation." The Treaty is designed to regulate fishing, mining, military, and legal concerns about the oceans. The Treaty would protect U.S. fishing grounds and require all countries to manage their fisheries wisely and restore populations of marine life where those populations have been decimated. It would also curtail marine pollution and ocean dumping. The agreement would protect delicate marine ecological areas, too. Unfortunately, it seems that our U.S. mining conglomerates are seeking indefinite delays in the signing of this agreement. It is an old story that repeats again and again. The dollar is often more important than life. It may indeed be true that this agreement will present our mining companies with a few future problems, but these can probably be resolved with additional discussions and the revision of the wording of some aspects of the treaty. In any event, the benefits of this Treaty to all mankind are far reaching and deserve a more compromising posture on the part of a small group of industrial moguls. Perhaps those of you who agree might want to sit down and write the President a short note urging him to sign the LOS. If he gets a few hundred letters, it may move things along.

COMMERCIAL SOAP OPERA CONTINUES, CONTINUES, CONTINUES! Periodically we report to you about how the commercial industry is going. We have read and heard from them repeatedly that they can't make a living, etc., etc., and all that boring stuff. We like to give you data, not just words. Now, we recently received the landings summary through June, 1981. It is true that pounds landed were about the same as last year to this date (June); 13,092,922 lbs. were landed through the period January 1, 1981 through June 30, 1981. However, the value of

that catch increased tremendously. In the same six month period in 1980, the catch was worth $5,121,861, while in 1981 it was worth $6,511,636 for an increase of about **one million four hundred thousand dollars!** Incidentally, these are New York landings. That's an increased dollar value percentage of about twenty-five percent.

WEAKFISH UPTREND??? What do you think? Do you think that weakfish are on the up cycle? Have you caught more or fewer weakfish the last year or two than in the middle 1970s? Well, I've caught fewer fish lately and that's the feedback I get from most friends and readers. However, perhaps you'd like to know that weakfish are in an upswing. Remarkable, isn't it? And who is the reporter of such optimistic pronouncements? "The Captain's Log" that's who, or what, or whatever. What is the Captain's Log? It is the official publication of the Mid-Atlantic Fisheries Development Foundation, Inc. What is this organization? It is an organization intended to promote the expansion and development of our domestic commercial fishing industry. The report states that the 1981 catch of weakfish (**Cynoscion regalis**) is expected to go over the highest all-time catch which was 6,000,000 lbs. in 1949. It states that the species is in an upward trend and that this trend should continue for another three years. In fact, it is expected that the annual catch three years from now will hit 10,000,000 lbs.! Well, now this organization may find those statistics very comforting but we at LIF do not. Frankly, we find it frightening! Sure, the commercial catch statistics are increasing and that's because there are bigger boats and more fishermen hunting for weakfish. There was a time when weakfish fetched a very meager price and thus many commercial men did their best to avoid the species. That's all changed now. So the commercial catch will continue to increase. If that's so, it explains why our inshore summer and spring catches are way down in most cases and can explain in advance why the weakfish populations will decline faster than they otherwise should. We need a management plan for weakfish, but don't hold your breath.

SAME JOURNAL reports that there are few intermediate sized bluefish. The report indicates there are lots of big slammers and many small blues and, therefore, we can expect a reduction on the number of available bluefish in future years. Whoever did that survey should have been in Long Island Sound this year. Fish in the six to ten pound range absolutely dominated. These are intermediate sized fish. The bluefish stocks may decline in the years ahead, but we can't accept the idea that it has anything to do with the absence of intermediate sized fish even if that analysis was correct. If there are lots of little blues, then that will be the future of the species. One worries when there are lots of big fish and few little ones.

SAME REPORT. Tells us that there are lots of fluke and that there will be for several more years. Sure, there are lots of fluke but most of them are shorts. Why? Because many of the legal sized fish are included in the 5.6 and 4.9 million pounds of fluke caught in 1980 and 1981 respectively (that was the commercial take). Another disheartening number. Atlantic menhaden fishing catches have risen from 150,000 metric tons in 1969 to 400,000 metric tons in 1980. That explains why there aren't as many bunker around in recent years.

FUEL THE FIRE! Sure, we are trying to get you upset. It may be hard to get you angry now, what with all the fish headed south and the Christmas season weighing heavily upon us. Yet, we think you had better get angry. The changes of the last decade in the American commercial fishing industry are potentially endangering your recreation and for some of you, a way of life. Why not spend the winter months catching up on some politic work. Check through the past issues of LIF for 1981 and make a list of letters and phone calls to write. Even if there isn't a burning issue pick up the pen or the receiver and let your Congressman, your Senator, your Assemblyman, and your State Senator know about your feelings. Perhaps you do not realize that the commercial industry is in Albany and Washington, as well as many other state capitals everyday lobbying for their interests. Maybe that's why our elected officials bend to the idea of expanding domestic commercial fishing and plan subsidies for new packing houses, etc. Maybe we can all do more by picking up a pen or a phone. There need not be a burning issue; everyone expects some flack when there's a burning issue. Rather just tell them that you are a recreational fisherman and that the recreational fishing industry is large and important and that you are one of 2.3 million recreational fishermen in the New York Metropolitan Area, and that you expect them to give your interests serious consideration when appropriate votes are taken, and that you look with disfavor upon votes that will encourage more irresponsible growth of domestic commercial fishing. We need to have thousands of such letters. We need to start nagging them.

LAST BUT NOT LEAST. Thanks to Robert J. Luthmann of Staten Island who wrote to tell us about fishermen's efforts to stop beach erosion. We include a photo that says it all!!

HAVE A HAPPY HOLIDAY and we'll see you next year.

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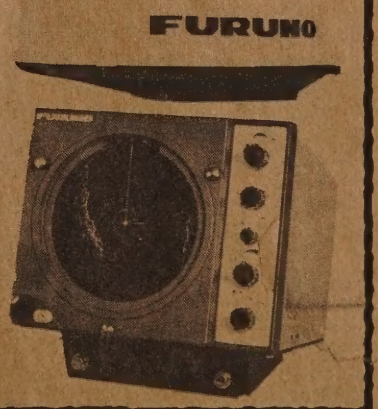


Winter Maintenance: Wrap Up

by Andy Regina

Just when I thought that we had completely covered the entire gamut of winter maintenance with our talks on waders, rods, reels, and lures, I realized that we had not spoken about all our other gear at all—those little everyday incidentals that we tend to take for granted. The most insignificant of these items can be virtually impossible to repair or replace on a lonely beach on a dark night, and a few moments invested on inspection at this time could possibly avert some future aggravation. It might just make it easier to make a list of everything you wear or use on the beach, and then simply check each item off as it passes visual inspection. Any item on your list that does not warrant a check mark should then be worked on, to get it back into operational or functional order.

Your list might contain important pieces of equipment like your web belt, plug bag, neck light, gaff, knife, stringer, or any other fishing related tools. The list should also contain such seemingly inconsequential items as your clothing, both inner and outer wear. There is nothing like being uncomfortable when you are trying to fish, especially on a cold night, and longjohns that let the breeze in, especially where the sun never shines, or zippers that get stuck just when you gotta go, can be extremely frustrating, to say the least.

Check your web belt. If it is salt-caked, a light washing in lukewarm water and mild detergent will clean it while further removing tiny grains of sand or grit that have an abrasive action and could damage the fibers of the belt, leading to fraying and eventual breakdown. After washing, rinse the belt out in fresh water, squeeze it as dry as possible, and hang it to dry by the buckle, taking the time to flatten out any wrinkles so that the belt dries flat. After the belt is completely dry, check the grommets for nicks or burrs that could snag your fishing line, and smooth them out before you store the belt away.

Assuming that you removed all your plugs from it when you worked on them earlier, check out your plug bag before you put the plugs back. Usually no problem at all, the bag should be clean and the snaps and straps in good working order. Brush out the inside to remove accumulated sand and grit; usually a good shaking-out is sufficient, but you could follow through with your wife's vacuum cleaner if you so desire. The brass hardware does not usually need any maintenance, but you could check the buckles and snaps for burrs and sand 'em smooth with fine emery cloth if need be. Any fraying could catch on plug hooks, complicate fast plug removal or replacement, or otherwise raise hell with your nerves, especially when you are in an all-thumbs hurry, so simply snip off all frayed threads with a pair of scissors. A final check of the sewing should be made, and a needle and thread applied to all loose seams if needed, and that just about sums up plug bag maintenance.

If your plug bag does not have any holes built in for drainage, you can, if you want to, make your own, to allow water to drain out rather than accumulate in the bottom of the bag. Punch out a few holes in the bottom; I placed a hole near each corner and a couple of holes in the center, but I'm a nut and believe that dry bucktail is imperative to rust-free hooks and stain-free dressing. For the saner beach rat, a hole at each corner will suffice, but all holes should be grommeted, to prevent future fraying or tearing. A kit that can be used is readily obtained from Midland Co., through their mail order catalog, and is quite inexpensive.

Ever switch on your neck light and get nothing? It has happened to me many times, but can be mostly avoided if you take the time right now to check that light out thoroughly. First of all, remove the batteries and throw them out; if they are not already dead or corroded, they soon might be. Make sure the battery box is clean and dry and free of corrosion, that the contact points are also clean and free of corrosion, and that the cover snaps tightly shut. Terminal leads should be properly connected and the wires to the bulb unbroken. Change the bulb and replace it with a brand new one, and make sure the glass is cleaned and screwed down tight. Scrape the contact points in the battery box slightly to ensure corrosion-free contact with the battery terminals, then do the same to the terminals of new batteries before replacing them within the box. Tape the entire outside edge of the top plate of the closed battery box with a rubber, waterproof tape, and you now have one more piece of equipment all set to go when you start fishing again next spring.

Next on the list is your gaff. It should have a sharp point to readily penetrate into a fish with ease, whenever you get lucky, so file that point to needle sharpness with a file, and keep that point sharp by protecting it with a piece of latex tubing. Here I take a length of latex tubing that has an inside diameter that approximates the outside diameter of the gaff, and that is about as long as the gaff from the handle to the bend of the gaff hook. Slip the tubing over the point of the gaff and start sliding it around the bend, stopping after you have about three inches of the tubing over the gaff, at which time you should bring the point of the gaff completely through the tubing. Once the point of the gaff is through the tubing, continue sliding the tubing around the bend of the gaff hook and down the shank, stopping when you reach the handle. Now you should have the tubing around the shaft of the gaff, butted against the handle, with the major portion of the tubing hanging off the gaff. Bring the loose end of the tubing on to the point of the gaff hook and slip the point into the tubing.

Kept in this manner in storage, travel, and on the beach, the point will always be protected and you, by the same token, will always be protected from that point also. It is a simple matter to merely disengage the tubing from the point of the gaff when you are ready to use it, and the excess length of pliable tubing hanging free of the gaff shaft will not interfere with efficient gaffing.

Now is the time to check out your other incidental gear, the stuff hanging from your web belt or stowed in a bag or into a pocket that you almost never think about. Your fishing knife should be sharp, so put a good edge on it by honing it on a whetstone, oil the blade lightly, and place it into a lightly oiled scabbard. Check out your fish stringer also; if it is the slip-through cord type, be certain that the metal point is smooth and that the rope is not frayed or kinked; if you use the metal snap-type stringer, make sure that all the snaps are operational and that no links are opened.

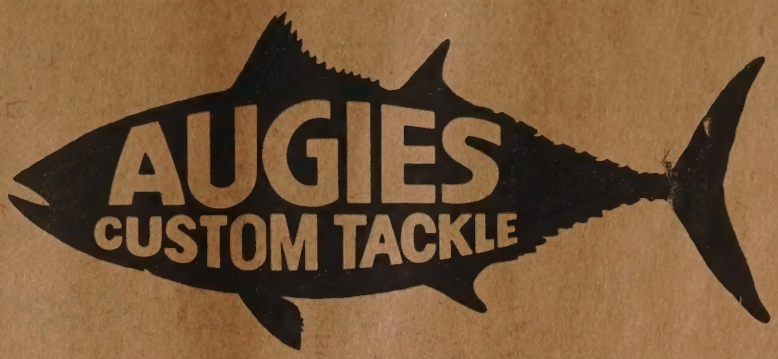
Rolling merrily along while you're probably trying to figure out just wheninhell this idiot is gonna wrap up all this nonsense, we fill up the rest of our tackle bag with new hooks and an

assortment of sinkers (for those times when nothing else but bait will work), an assortment of pre-cut leaders (to tie those hooks on to), some three way swivels, some barrel swivels, some snaps (all in assorted sizes and strengths), a spare spool of mono (you can't beat twenty pound test Ande pink for overall general use and reliable strength), and a repair kit or two (one kit for wader repairs and another for reels). Throw in a pair of side-cutters for good measure and whatever else you can think of that I may have possibly missed (?), and you are just about all set for that initial foray that you have been waiting all these long, dreary weeks for.

I say "just about" ready because now we must consider the stuff we wear or carry that has nothing to do with equipment but is just as equally important towards making each trip pleasurable if not successful. Check out your thermal underwear. You'll be wearing it plenty of nights (or wish you had), so you should take any time needed at the present to make sure that it is not ripped or torn, or mend it if it is so, to avoid creating larger windows in the future. Likewise, your outer wear should be checked and patched if needed, zippers put into smooth working order with a drop of Teflon or a rub of sealing wax, and buttons or tabs sewed securely in place. The tie-down strings of hoods, waistbands, or wristlets, should now also be checked and replaced if needed, and you could also patch any thermal socks that need it, to keep your feet warm while standing in frigid water. Don't forget to add in a woolen watch cap too; the secret in keeping warm is to prevent excessive escape of body heat, and since it is a known fact that most body heat is lost through our heads, keeping your head warm by wearing a warm, woolen cap will go a long way towards keeping you warmer longer.

Before you start sighing that now this maniac must be finished, let me remind you to add several other items to your already bulging tackle bags. First of all, don't forget some polarized sunglasses, for daytime use; they cut down on reflected glare quite a bit and permit you to actually see into the water as they protect your eyes from strong sunlight. Throw in some insect repellent for those windless nights when you are fishing some quiet backwaters, or the mosquitoes will make you wish that you had taken up bowling instead of fishing, and add on a first aid kit or a few bandaids, for those times when you are gonna get cut or stuck.

There is a simple solution for carrying such a load of gear, assuming you do not have a beach buggy to stow it in, and that is to get your wife interested in fishing also. Bring her along with you, palming off the bulk of the load on her with a story that it is all part of the price to be paid for sharing your sport with you. Isn't that right, Doc?



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SINKER BOUNCING

RECORD KEEPING

by Matt Ahern

The last column of the year.

It seems as if I've only just finished torturing the old gray matter in order to come up with something interesting to start off the new year of 1981. And here it is already time to do the final column.

But I'm lucky; this time I don't have to wrack my brains. I already know what I'm going to write about: record keeping. In fact, I'm never given an opportunity to overlook it, for my mail correspondence is heavy with requests, and if that weren't enough, those fellows I fish with keep the pressure on.

It seems that without a doubt the subject of record keeping is mighty interesting to fishermen. Although between you, me, and the proverbial lamppost, I never doubted it for a minute. I know record keeping will put more fish in your bucket, that it will cut down on those scoreless days (perhaps eliminate them altogether). It absolutely cannot fail. There is no way to go but up. There are few things guaranteed in life, but I guarantee that when you begin to keep records of all your fishing trips, this will happen to you.

Lest you think I'm being carried away, let me relate something that occurred last month while blackfishing aboard the Capt. Clark II.

On our way out to the wrecks, a fellow fisherman came up to me and said he was deep into record keeping. So valuable have his records become that he always makes two copies. Would you like to know where he keeps that second copy? In his safe deposit box! Would you also like to know who was one of the high-hookers that day, and who came within a hair of winning the pool? Don't ask—you already know.

I first began to keep fishing records in 1925. Yes, that's 1925! I was but eleven-years-old at the time, but I'd already made up my mind that fishing was to become a way of life for me. I'd put in a few fishing years before then, mostly chasing snappers and lafayettes in Sheepshead Bay and Canarsie. But of these, all I have are vague memories. Nothing concrete.

But when I go over those records from 1925 on, I can recall each day with much clarity, whom I fished with, etc., as if it were last year instead of over a half-century ago. I am not ashamed to tell you that when I do re-read those old records, they so forcefully bring home fond memories, that I do indeed become misty-eyed.

Before I conclude this article, I intend to copy from one of those old records the events of a particular fishing day exactly as I wrote it at the time, complete with its poor grammar, misspelling, bad composition, etc. And then I'll copy an entry of more recent times. There may be a vast difference in style between the two, but the nucleus of correct record keeping was firmly established over a half-century ago.

But before we get into that, let me say that if you feel the keeping of records will eventually become a bore, don't even start. Record keeping is not for you. You will have to look elsewhere for ways to fill that bucket. But if you have a sincere interest, pay strict attention to what is to follow.

Notice I said "sincere" interest. Don't kid. If you believe your last trip should have produced more fish than it did, don't add even one extra fish to your total in order to salve man's inherent ego. It won't work. You will defeat yourself, simply because eventually your records will tell you why that trip didn't produce as expected; but of those extra fish, it will have nothing to say.

It is to your advantage to record everything while it is still fresh in your mind. If it is at all possible, don't wait until the next day. To wait may cause you to overlook some of the fine points which very often contain the reasons for your success or failure.

All my record books but one are ordinary school composition books. The paper is of exceptionally fine stock and withstands much heavy-handed pawing. A big plus. My first records from the Twenties are contained in such a book—and it shows little wear or tear, not even yellowing.

Incidentally, you can use loose-leaf note books if you wish. The advantage here is that if you make a boo-boo, it is easily removed. The classifieds in The Fisherman sometimes contain an ad for a commercially-printed record book. It may pay to check it out. I've never seen one, so I can't help you much on that; but it sounds good to me.

Now to get to a sample of my early fishing records.

"Jimmy Anderson and me went to Jamaica Bay today to catch porgies. We fished in the ferry lane near Roxberry. We did okay but we would have done better if we wasn't chased by the navy. We rowed from Barin Island. The ferry kept blowing its horn at us everytime it passed and Jimmy said the captain looked mad but we waved back anyway. Just when the fishing was the cat's toenails a navy feller came out in a lunch and chased us. We waited awhile and then sneaked back. We was catching fish good when the navy feller sneaked up on us again in his lunch and said he would put us in jail and throw the key away if we didn't stay out of the ferry lane. My he was mad. I guess he meant it because he looked awful and called us dam fool kids. We caught 31 porgies on clams. Jimmy got the biggest about 2 lbs. He got a hook in his brandnew sweater and we had to cut it out. He got rats for that. July 23, 1928."

Now...do you see what I mean about becoming misty-eyed. A guy would have to be some cold-hearted character not to get something out of that. The "navy feller" in the "lunch" was, of course, an exasperated Coast Guardsman, who was at his wit's end trying to stop two kids from fishing in a dangerous place. Incidentally, the ferry lane was exactly where the Marine Parkway Bridge crosses today. Fishing for porgy, fluke, and weakfish was always excellent there. I doubt if you can still get a rowboat at "Barin" Island.

Now for a more recent entry.

"December 8, 1980: Monday—to the Cholera Bank with Artie Leidecker on board his 'Echo'. We took four cod and several blackfish. Not too many dogfish.

Fish: Cod (4), 6-15 lbs.; blackfish (7) 1½-3 lbs.

Weather: Fair to partly-cloudy. Warmish. Southwest breeze."

Now on the surface this entry appears skimpy, but when it is coupled with trips made immediately before and immediately afterward, a pattern emerges. It would take much too long to explain that precisely, but I will say that when you keep records such patterns will reveal themselves to you.

So we come to the conclusion of this last article of the year. Let me add that the sooner you get started with record keeping, the sooner will results become evident. I know that if you start with your next trip, by this time next year, you will see a vast improvement in your catch.

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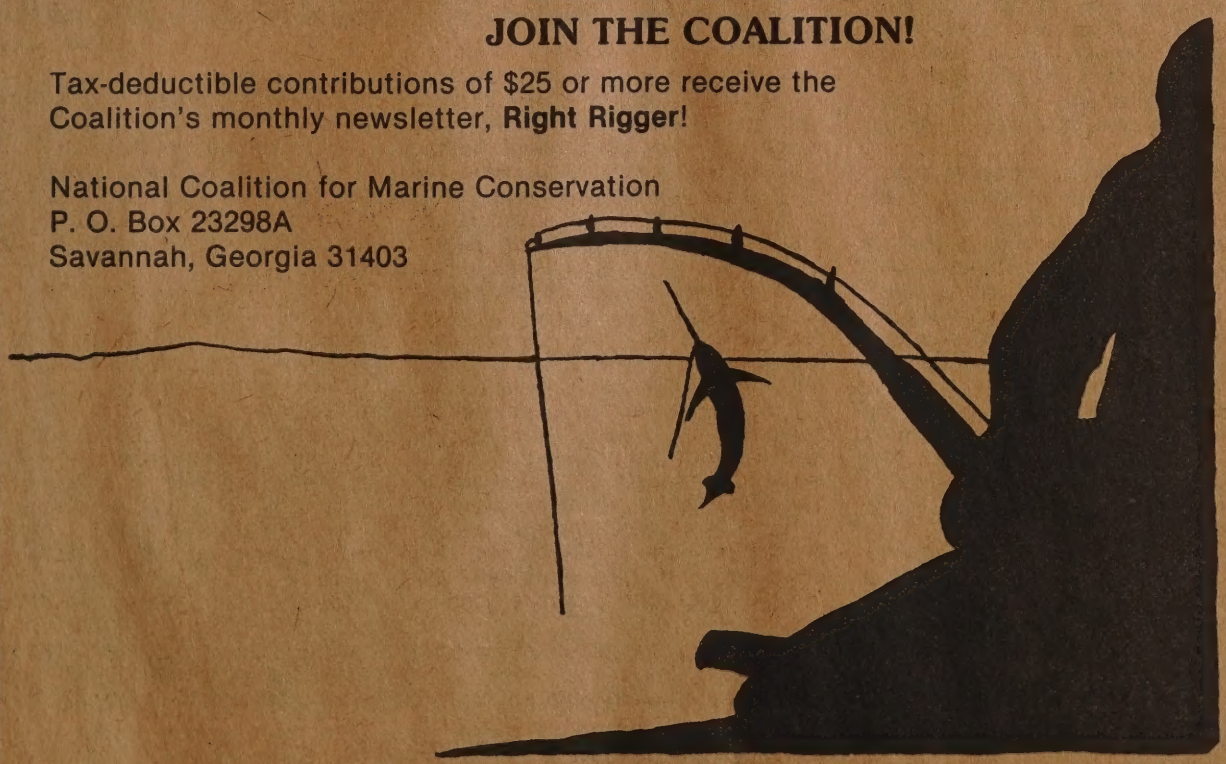


WINTER TACKLE MAINTENANCE

★ Lures & Accessories ★

Part Two — *by C. Boyd Pfeiffer*

Rods and reels mentioned in last week's article on winter maintenance aren't the only pieces of fishing tackle that require TLC during the off-season months. When you consider what a fishing plug cost today and the cost of accessory equipment such as boots, gaffs, hooks, fishing vests, fishing knives, etc., there is no question that they deserve a careful check to be sure they're ready to fish next spring. And, since the cost of equipment is only a portion of the cost of any fishing trip, the chance of a missed or lost fish can be markedly reduced or eliminated by checking tackle carefully before you are on the water. A rundown of some checks of lures and accessory equipment is as follows:

Plugs of plastic or wood often take a beating through the year. Check first for any rusting, dulling or bent hooks. Sharpen any dull hooks, check rusting or bending and replace hooks where necessary, using split rings or similar attachments. Check all hardware on the plugs such as lips, hook hangers, etc., and replace or re-attach as necessary. Scraped plug sizes can often be touched up with paint, or changed by adding reflective tape, glued-on glitter or similar marking changes.

Spinners. Check hooks as above and replace where necessary. Spinners have a lot of metal parts, so polish or clean any metal bodies or beads, and all blades. Often fine steel wool, a nylon scrubbing pad, or metal polish will work well on restoring metal surfaces. Check to be sure that the clevises still work well and that the blades turn freely.

Spoons. Use the same techniques outlined for spinners. Polish the metal spoon blades where required and sharpen hooks. On weedless spoons, re-bend weed guards into position, or replace if possible.

Spinnerbaits. Check the blades for easy turning as with spinners and polish the blades and any other metal parts. Since spinnerbaits have lead heads (most of them, anyway), check for chipping or damage to the head and repaint if necessary. If repainting is necessary, remove any plastic or rubber skirts and use automotive touch-up paint or special jig head paint to get the best possible job.

Filing hooks is an important job while checking our tackle in the winter off-season months. Here a heavy file is used for the heavy hooks on a saltwater plug. Other tackle in the background is ready to be checked also.

Check hook points on all hooks and lures by touching hook lightly to the thumbnail as shown. If the hook grabs into the thumbnail with only very light or no pressure, the hook is sharp enough.

Replace any plastic or rubber skirts which might have become damaged, old or cracked last season.

Jigs. Paint the heads as above, and if the skirt is too far gone, remove it and re-tie on a new skirt of feather, fur, nylon or FisHair. Re-tying is easy and the finished jig can be painted after re-tying so as to coat the windings with the same paint color used on the jig head.

Soft Plastics are seldom damaged in storage, but if different colored worms or lures are stored together, often the colors bleed together to ruin the worms. Make sure that worms are stored in the proper plastic box (most tackle boxes today are "worm proof" to prevent the plasticizers in the worms from eating through the box, destroying the box and worm alike).

Surgical hose lures. Wash them off after use in saltwater, dry carefully and store so that they are not kinked or bent which might cause them to crack. Pure latex worms are particularly susceptible to this. Check hooks, sharpen and replace any which are seriously corroded or rusted.

Flies. Trout fishermen and saltwater fly rodders both have the same problem with flies, in that they often get matted in storage. Make sure that the fly box is dry to prevent off-season rusting of the hooks which will also discolor the fly materials and ruin the fly. To restore any matted flies, place them in a strainer and hold over a steaming tea kettle to allow the steam to restore the flies to their original shape and appearance. Dry thoroughly after steaming and before storage.

Gaffs often become knocked around in a boat, resulting in bent and dulled points which could cause a missed fish next year. Check the points carefully and re-file any point which needs it, using the triangulation system to give three sharp cutting edges on each point. Clean and store carefully.

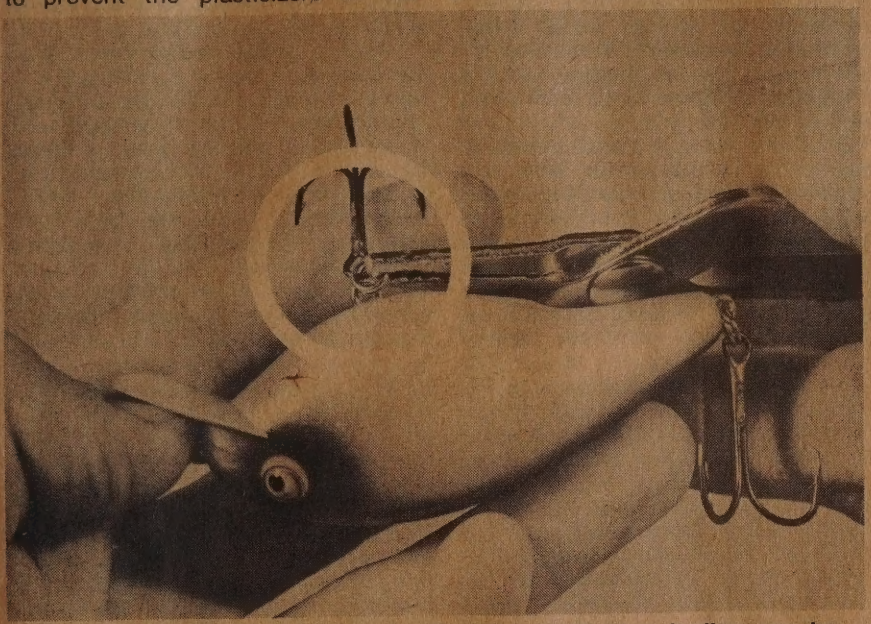
Boots. Rubber boots in fishing are subject to damage in the off-season through oxidation or ozoning. Ozoning can only occur if the rubber in the boot is stressed (bent or folded) and it comes in contact with air. Ted Rudolph, President of Marathon Rubber Company, manufacturers of premium rubber boots, footwear and clothing for fishermen and boaters recommends cleaning boots thoroghly, folding them gently and storing them in a large plastic garbage or similar bag to keep them out of constant air contact. Store the boots in a cool dry place.

Fishing vests and clothing. Often subject to fish slime, insect repellents, suntan lotion, demoisturing sprays, oil and gas mixtures, etc., the best care for long wear is to clean clothing properly, either through a water wash or proper dry cleaning as recommended on the clothing label. After they are clean, fold or hang in a cool dry place for immediate use when required next season.

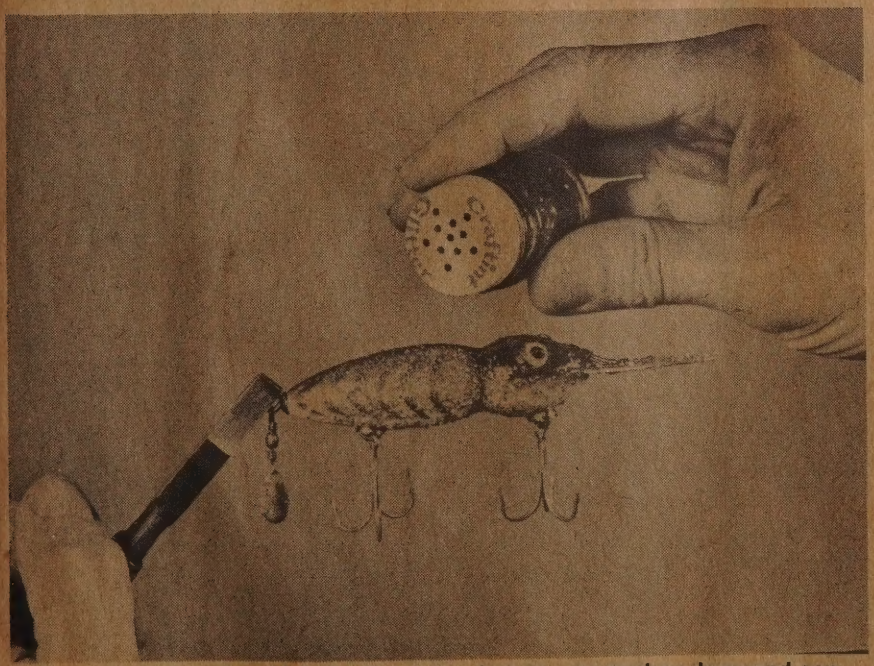
Tackle boxes. Most tackle boxes today are tougher than a bank vault, but they still require care. If you have one of the older types which is not worm-proof, check to be sure that you don't have soft plastic lures stored in it which can damage the trays and the worms. Often, lures hastily thrown in a tackle box after fishing remain wet, and lead to rust on the lures and in the box trays. Remove all lures, clean and care for as above, and use a warm soapy solution to clean out all the trays and tackle box interior.

Rinse thoroughly and dry. Check all handles, hinges, trays, etc., to be sure that they are working properly and are not loose. Often replacement parts are available from the manufacturer and new handles, if loose, can be "pop" riveted or bolted on easily in your home workshop.

The purpose of any winter tackle check and maintenance is to examine all tackle and to make sure that it is both in proper working order and stored properly for the several months of the off-season. A careful, deliberate check and repair where required is like money in the bank. It can head off any problems that might develop over the off-season through improper storage or hasty ("I'll do it later" thoughts). Care and time now are well spent in saving money on equipment that might otherwise might have to be replaced or restored. Best of all, it eliminates frustration this coming spring, when you ought to be fishing.



Damaged and rusted hooks on otherwise good plug bodies can be replaced with good hooks using split rings and special split ring pliers as shown in this photo. Ring is around split ring being added to hook hanger on plug body.



Lures and plugs in which the finish has become marred or damaged can be salvaged by coating the plug body with a waterproof glue or epoxy and adding glitter as shown to give the lure a new finish and added flash.

JOINING THE RANKS

by Andy Regina

A veteran open boat angler provides some valuable insight into the popularity of "party boats."

It is about this time every year that we sit back and relive some of the prior season's high and low points. In my own personal recollection of past fishing pleasures, experiences aboard party boats never fail to head the list of pleasant memories.

Party boats are vessels that cater to the general public, carrying passengers for a set fee to the fishing grounds for a specific length of time, which could be anywhere from a few hours to a few days, depending upon circumstances. While most party boats (known also as open boats and head boats) specialize in bottom fishing for the prevalent groundfish available throughout different times of the fishing season, there are some party boats that specifically seek game fish, thereby affording a wide variety of choices to hopeful anglers. At times that choice could prove frustrating, especially if seasons for two or more species coincide; but it's a pleasant situation to be confronted with at any rate.

Basically, the party boat season in our corner of the world runs from mid-March through late November, but is contigent upon the weather. An exceptionally mild spring could prompt some boats to start fishing a couple of weeks earlier than usual, and if the ensuing winter is warm we can sometimes stretch our season over into the new year. Most of the time it's usually a holiday affair though, running from St. Paddy's Day through Thanksgiving Day, then, that's all she wrote!

Located almost everywhere that saltwater laps against the shore, party boats are found in ports, bays, rivers, and sounds, sailing at set departure times on a regular basis. These departures start from ungodly early morning hours and can range through every hour of the day or night, thereby accommodating serious fishermen as well as late risers or tourists. The most popular ports naturally harbor the greatest concentrations of boats, and places such as

A pair of typical Long Island open boats. These two hail from City Island.

Montauk, Sheepshead Bay, and Captree boast of armada-sized fleets. Freeport and Point Lookout harbor more modest fleets, and there are a host of other ports where one or two boats are available.

Long Island Sound also harbors many open boats, but they are not concentrated in any specific area, rather scattered along both shores—Connecticut as well as New York and Long Island.

To completely list every boat would be impractical as well as nigh impossible, so we suggest you check the ads featured in this magazine or in the fishing column of your local newspaper. A call to the skipper can clarify sailing time, species sought, fare costs, or any other questions that might arise, and most ads carry telephone numbers for this specific purpose. Incidentally, be assured that any information the skippers give you is true, as these guys have their reputations to uphold and do not believe in fooling their passengers. If you are told that fishing is good, believe it; just as you can be certain that you will be told when fishing is slow, if that is the case at that time.

That unblemished reputation is tantamount to success for these hardworking skippers too, as phonies are quickly weeded out and boycotted whereas most truly sincere skippers become fixtures among party boat constituents. Witness to this is the fact that many skippers engender a loyal following of "regulars," patrons who will not sail with anyone else for any reason, and who keep returning on a regular basis. This hard core of aficionados is the best advertising any captain could hope for, and "his" boys will argue the merits of "their" boat at the drop of a hat. Reputations, however, are not earned through advertising or boasting, and when it comes to cold, hard facts, the proof of the pudding is in results. If the captain does not consistently produce for his patrons they go elsewhere—right? So, once again, you can usually determine the proficiency of any skipper simply by counting the number of passengers that sail with him. The guys who deliver get the largest crowds—it's as simple as that!

And these skippers really know what they're doing; don't ever doubt that for a minute. First of all, their livelihoods depend on it as does their safety, as well as the safety of the passengers and crew alike. Not only accomplished fishermen in their own rights, but experienced mechanics, repairmen, and electronics technicians as well, the lives of party boat captains are anything but easy. Add to their vast font of knowledge a natural flair for public relations and throw in an exhausting work schedule that would deter lesser men, and you can start to see what these dedicated guys are all about. Cap it off with rising costs of fuel and bait, increased salary demands, skyrocketing dockage fees, and unbelievable boat mortgage payments, and you can wonder, as I do, why these guys ever do it in the first place anyhow.

The boats are usually immaculate and well-kept (another point of pride to most skippers) and must meet stringent Coast Guard safety requirements before being allowed to sail each season. A certificate attesting to this fact is posted prominently in plain sight, along with the captain's operating certificate, for all to see. Most boats now proudly boast well-stocked galleys, where passengers can purchase anything from snacks to full meals, usually at fairly reasonable prices. There is usually ample seating room in the passenger cabin, with many boats now featuring those booths that can be utilized as picnic tables or as card tables for those games that seem to be such a popular part of accepted party boat activities.

In these cost-conscious days you will be glad to learn that the bait is usually included in the price of the fare, and that said fare is actually fairly reasonable, all things considered. The only time that you might be obliged to buy your own bait is if seaworms are desired for flounder fishing or green crabs when fishing for blackfish. Even at these times, though, alternate baits are usually provided as part of the package deal, and you can use the clams or mussels issued for flounder or the fiddler crabs that are generally provided for blackfish, and still catch plenty of fish.

Taking cost-consciousness one step further, many boats offer money saving features that could make them further attractive to many people, features such as reduced rates for senior citizens, kids, or even ladies at times, free use of rods and reels, or even free terminal tackle. Bear in mind that all reduced rates are for weekdays only and are not in effect on holidays or the weekends, so plan your trips accordingly. Whereas free tackle, when provided, can save you a few bucks, many other boats offer rental tackle that can be used for only a couple of bucks, negating the necessity of lugging your own stuff or the need to purchase same, especially if you are just a beginner to the sport. And although the cost of terminal tackle is not prohibitive by any means, the loss of several rigs could add up, especially when heavy sinkers are needed. You can't go wrong buying terminal tackle aboard ship though, as prices are fair and you will be assured of using the right items, as well as being rigged properly by the mates. Beyond these incentives lie many other factors that can make your trip aboard a party boat a pleasant one, such as bunks or reclining seats to make traveling comfortable, heated rails in cold weather, free ice for your catch in hot weather, TV, or air conditioning, along with nominally priced beverages for any weather, hot or cold.

The daily pool, or jackpot, is a tradition aboard party boats whereby all entrants contend for the cash prize awarded to the angler among those participants who land the heaviest eligible fish of the trip. Not mandatory by any stretch of the imagination, it might behoove you to enter at any rate, pitting your luck or prowess against the skills and fortunes of the other entrants. Usually a winner-take-all proposition, it is normally considered par for the course to donate part of the proceeds to the boat crew, but, here again, it is not mandatory and must depend upon individual egos.

While most boats sail in the morning and spend the bulk of the day fishing, returning in the afternoon, other boats sail on half-day trips and/or late evening trips, offering anglers the option of a mini-trip either before or after working hours. There are now also some boats that offer extended overnight trips to distant offshore wrecks or fishing grounds, and the cost of such trips is fairly reasonable, considering the time and distance they entail.

Because party boats are open to the public, it becomes a matter of simply walking aboard and selecting a vacant rail position to determine your fishing station for that trip. Many fishermen have one particular "spot" or another that they favor for one reason or another, so if you fall into that category we strongly suggest that you arrive well ahead of scheduled departure time to stake your claim before someone else beats you out of it.

To recap, let's review our options. We have the choice of selecting a boat as near to us or as far away as we wish, sailing for any one of a multitude of species, either bottom fish or game fish. Bottom fish would include flounder, blackfish, porgies, fluke, cod, sea bass, whiting, and ling. Game fish include bluefish, mackerel, and weakfish, with a possible shot at some tuna, albacore, bonito, and even striped bass, especially in the fall months. Pollack are also game fish, and rightly so; but they are not commonly fished for specifically and are considered as happy by-catches when seeking cod on many head boats.

Once we determine where we would like to fish, and what we would like to try for, we can then decide upon the sailing time, opting for whatever time suits us best as there are several choices available. Now we throw in the extras, like when buying a car, and further narrow our selection. Do we avail ourselves of proffered reduced rates, or the offer of free rods and reels, or free terminal tackle, or what? The choice is up to you. But if you would like my hard-earned advice, look for a clean boat, a courteous crew, and a captain with a good fish-catching reputation. When you locate such a party boat, do not hesitate to climb aboard and partake of the fun to be had that day.

A FISHERMAN'S CHRISTMAS

by John V. Konior

T'was the night before Christmas, when all through the hull,
Not a creature was stirring, not even a gull.

The waders were hung by the hatchway with care,
In hopes that Saint Nicholas soon would be there;

The children were nestled all snug in their hammock,
With visions of cod, whiting, ling and haddock;

And I in my thermals and Ma in her trunks,
Had just settled in to our comfortable bunks;

When out on the deck there rose such a clatter,
I sprang from my berth to see what's the matter;

Away to the hatchway, I flung like a cast,
To find sleet falling and ice on the mast.

Soon the beam from Montauk Light shone to and fro,
Giving an abalone lustre to objects below;

When, what to my wandering eyes should appear,
But a shining silver rowboat, propelled in the rear;

With a little old fisherman, so stalwart and quick,
I knew in a moment it must be Saint Nick.

Much quicker than terns, the species he named,
And he bellowed and chortled and then he proclaimed;

"Come striper, come seabass, come porgy," he mouthed,
"On snapper, on flounder and fluke!" he then shouted.

And then in a twinkling, so quick and so neat,
He fastened his tow line around my stern cleat;

As I drew in my head and was turning around,
Up, up to the fly bridge, he sprang with a bound.

He was dressed up in rain gear, from his head to his toe,
And it glistened with salt spray, a soft crimson glow;

His eyes - how they squinted! His dimples, how merry!
His cheeks were all wind burned, his nose like a cherry!

His face was all sun burned, weathered and tanned,
And the beard of his chin was as white as the sand;

An icy Greek fisherman's cap drawn down on his head,
Along the gunwale he quietly sped;

Doffing his cap, he gave a quick wink,
And opened his burlap before I could think.

Tackle spilled on the deck, he went straight to his job,
And filled all the waders, then ducked with a bob;

And laying his finger aside of his nose,
With a jolly nod, astern's what he chose;

He sprang to his skiff, and cast off like a sinker,
With a cheery "Good Luck!", like a red buoy blinker;

And I heard him exclaim, as he sailed out of sight,
"Merry Christmas to all and to all a good night!"

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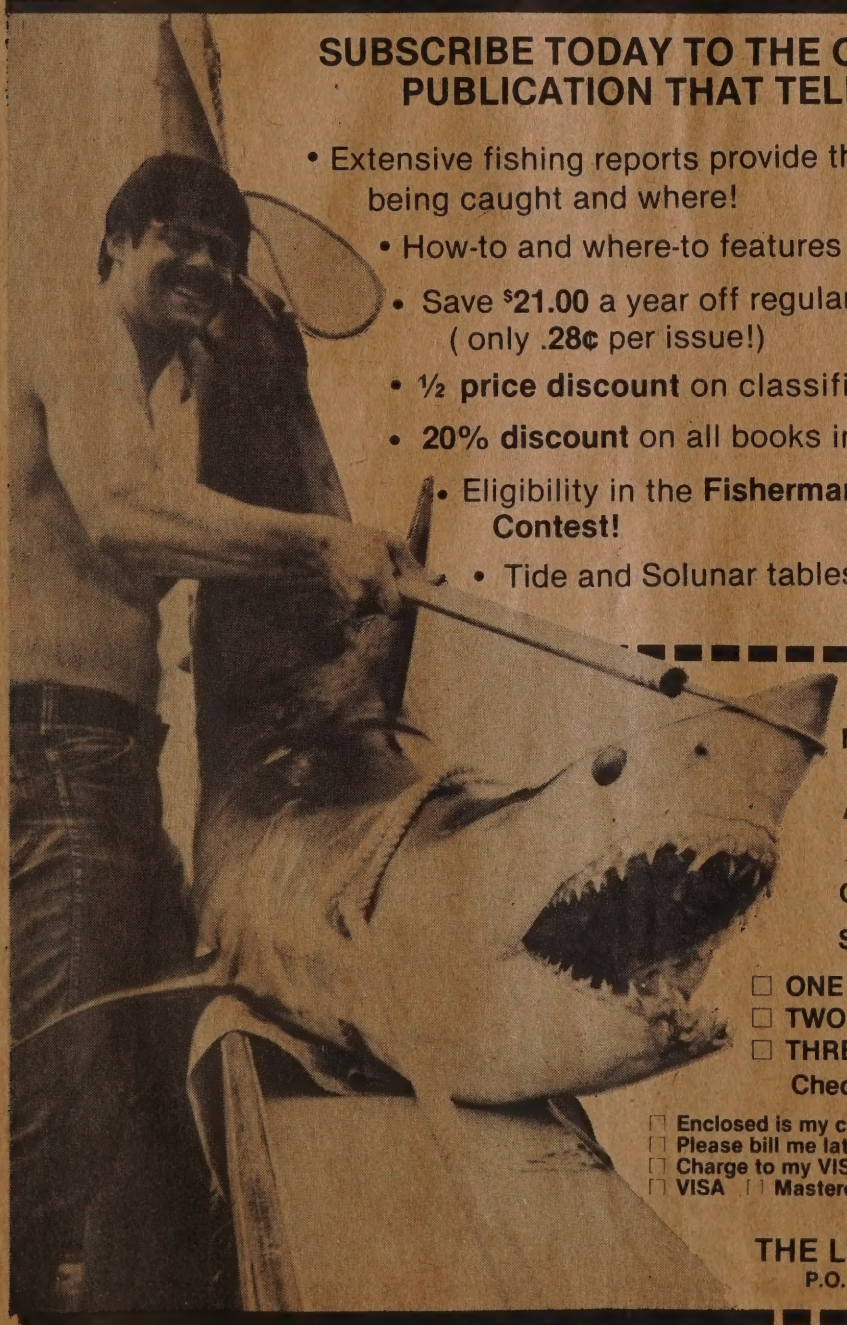

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TRAVEL TIPS:

THE LONG DISTANCE TRAVELER

by Al Ristori

The first problem faced by the traveling angler is deciding where you want to go. A foreign trip is a special treat, but make sure you can really afford it—and that the fishing is at its peak when you go. Whether you work directly with a camp or through a specialist in fishing travel, be sure to calculate all costs before making a decision. The rates quoted by camps may or may not include many items that you're going to have to pay. Your air fare from here to the nearest major city won't be included, nor will most camps add in tips. In most cases you'll have to fly into the camp from whatever city you've flown to, and that may also be extra. There may also be the necessity to stay over at a hotel or motel while awaiting connections. Fishing tackle rentals may be expensive (particularly if big game tackle is involved) and it may be necessary to buy the lures you need at relatively high prices. Almost invariably, camp owners try to be very honest about the total cost involved, but they may assume that their guests are veteran travelers and understand about all the "extras." Don't be ashamed to ask for a complete account of what your costs will be.

In most cases, camps have policies on tipping and prefer that you adhere to them. Check with the camp owner about this as soon as you arrive. Generally the tipping is at a much lower rate than in the States, and it's best not to upset the applecart by coming on like a big spender. Native guides often prefer to be left tackle, which is inordinately expensive in their own country, but once again you should check with the camp owner about this. Some welcome such an arrangement, while others may be concerned that the guide will be fishing himself rather than concentrating on the customer.

One of the big expense items in any trip, foreign or domestic, is the air fare. In this era of free competition, air fares can vary greatly from one company to the next—and there are specials popping up from time to time. That whole business is so complicated now that even travel agents often fail to spot the best fares and connections. Shop around a bit instead of just accepting whatever the agent comes up with. Also keep in mind that many carriers have group fares which you might be able to take advantage of in concert with others going to the same camp.

If you are going overseas, be sure to get a passport. It's quite true that a passport isn't necessary for many favorite destinations. However, it can't hurt! Indeed, there's no better source of identification—and a passport also seems to inspire more respect on the part of foreign officials. Regulations change in other countries from time to time, and even local officials often have difficulty keeping up with them. A good example of that occurred in Ecuador a few years ago. I was on a government-sponsored trip with several other writers and some paying guests. At Guayaquil I zipped through Customs as I always had before—and so did all but one of the paying guests. The agent had checked

Seeking out wary bonefish on a Florida Keys flat, is a thrill every light-tackle angler should experience.

about passports before leaving and was told they weren't necessary. None of the paying guests had one, but all got through with no trouble except for one who went to the wrong inspector. That inspector insisted on a passport and couldn't be moved even by the government officials accompanying us. Though that guest was allowed to proceed to Salinas, he was required to have a passport before leaving.

That situation brought up another point that's important to keep in mind. The fellow without the passport checked with the American Consulate and was told the office hours. Since we were going out on a Saturday, he was going to lose a day of fishing and spend a great deal of money taking a taxi back and forth from Salinas on a weekday, before I urged him to contact the American Consul directly. That done, arrangements were quickly made for him to get a passport from the duty officer when we returned to Guayaquil on Saturday. Those consulates are there to serve you; don't be afraid to make use of them!

Since you're going to be spending a great deal of money on your trip, be sure that you're going to have a shot at what you're seeking. Montauk is a sure thing for bluefish, but don't bet on it in January! That's easy to understand, but many anglers seem to think that there are no seasons in tropical areas. While some species may be year-round residents, most of those sought by sportsmen are migratory. For instance, black marlin are a good bet at Club Pacifico de Panama from January to April, but you have to be lucky to hit one at other times. On the other hand, wahoo are a "rainy season" fish there, and only a few are caught during the winter dry season. It's just the opposite in the Virgin Islands, where blue marlin run from June to September—but sailfish are abundant during the winter.

Even resident fish may not bite well at certain periods of the year, or the weather may be so bad that you wouldn't want to be there in any case. The tarpon on Costa Rica's east coast seem to be year-round residents, but it's just not practical to fish during the rainy season. Though snook are also around all the time there, it's during the short fall season that most of the bigger ones are caught. Though cold snaps don't reach as far south as Costa Rica, winter northerlies blast through the Gulf of Mexico and into the northern portion of the Caribbean. Once while surfcasting in Honduras in April, I watched such a blast of relatively cool air turn off the usually consistent tarpon and snook fishing. Those northers can really be bad news for bonefishermen in the Bahamas and Caribbean.

The point of the foregoing is that if you're planning a foreign trip, it behooves you to get the odds as much as possible in your favor. It may be a good break to go south in January or February, but fishing-wise, you may be better off waiting until April. That's where personal correspondance with the camp owner or working with a specialist in foreign fishing travel can make all the difference. A couple of agents I can recommend are Jim Chapralis, Pan-Angling, Ltd., Suite 730, 180 North Michigan Ave., Chicago, IL 60601 (312-263-0328) and Les Gay, Sportsmen Tours, Inc., P.O. Box 570712, Miami, FL 33157 (305-253-4391). These agents will set up everything for you from home to camp and back, and it won't cost you an extra nickel!

Don't let the fact that you can't speak the language of the country being visited discourage you. There always seems to be someone around who speaks English, and you'll find that you can usually get by with a big smile and lots of motions! The better camps will have someone at the airport to greet you as you arrive, and they can often literally sweep you through customs.

If you have any unusual phobias, it's best to let the agent know about them before you leave. For instance, if you're afraid of flying in small planes, there are some camps you just shouldn't visit. However, a knowledgeable agent could get you into Parismina Tarpon Rancho without making you fly through the mountain passes in a single engine plane. I think that's quite a wonderful experience, but if you're deathly afraid of small planes he could fly you from San Jose to Limon on LACSA and arrange for a boat from the camp to pick you up a short taxi ride from the airport. If you're afraid of bugs, there are certain places to avoid, though surprisingly, most tropical fishing camps aren't a problem in this respect. I advise travelers to always carry a good insect repellent, but there are so few biting insects at such camps as Parismina Tarpon Rancho, Club Pacifico de Panama and Tropic Star Lodge that I don't even bother carrying it any longer.

More than insect bites, most first-time travelers fear Montezuma's Revenge. Having experienced it in Mexico, I can assure you that it's certainly something to be feared. Fortunately, I've never gotten it anywhere else—though I have seen others come down with it in many countries. The old adage "don't drink the water" has much to be said for it; but the water in most areas is quite safe to drink. However, be sure to check this out before taking a sip. If you can get a prescription for it, Lomotil is a good drug to take along in case you feel the first twinges. Surprisingly, the most effective cure seems to be Pepto-Bismol!

If you're subject to seasickness and may be heading offshore, be sure to carry a seasickness remedy with you—and use it before you go out! All too often people start gulping the pills after they're already getting seasick—and that's too late. Check out where you'll be fishing if seasickness

(Continued on next page.)

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Merry Christmas & Happy Holidays From The Staff Of The Long Island Fisherman

Note:
We will not publish the last two weeks in December. Our 1st Issue in 1982 will be dated January 5th. Until then....

Enjoy Yourself And We Hope You Have A Productive 1982!

is a problem. Even "inshore" spots may provide some offshore fishing. For instance, at Parismina Tarpon Rancho most of the fishing is in the protected river and lagoons. However, the wildest tarpon fishing occurs outside the river mouth. You can't count on getting out over the bar in the small boats, and it can't be too rough if you go; but you don't want to let the swells spoil what should be a memorable experience.

What to bring with you? Most first-timers carry too many clothes and not enough tackle. Unless you're going to spend more than a night in a city on the way to the camp or on your return, the only "good" clothes you'll need are those you travel in. Even if you have to suffer a bit, go to the airport dressed lightly. It's a pain to have to lug along a coat in the tropics. For a week in most camps, all you'll need are a couple of pairs of fishing pants, a few shirts, a couple of bathing suits, two pairs of fishing shoes, and a pair of casual pants for dinner. It's also a good idea to carry a light jacket (it can be cool at dawn even in the tropics) and a very light rain suit (or just the jacket). Everything in camp is strictly informal, so there's no need to worry about how you look at dinner. Laundry services are almost always available.

Hats are a must, and so is suntan lotion or sunscreen. The tropical sun is a lot closer to earth and the rays can really do a job on fair-skinned Yankees. Don't count on getting anything when you get there. Sunscreens may not be available (and if so, will be very expensive), and even hats may be a problem. There are lots of hats for sale everywhere in the tropics, but your camp may whisk you right into the jungle as soon as you arrive, leaving you with no time to purchase a sombrero.

You'll certainly want to have a camera for your trip of a lifetime, and you should be sure to come down loaded with more film than you ever expect to use. You may find it hard to come by and very expensive down there. Carry your cameras aboard the plane with you, and make sure your camera and film is hand-inspected at security checks—not put through the X-Ray machines.

As far as tackle is concerned, check with the travel agent or camp owner before setting out. Big game areas either supply the tackle or rent it out. Try to find out from someone who's been there before whether that gear is in good shape before determining whether you should risk overweight charges in order to bring your own. If your interests extend beyond big game on such trips, be sure to bring your own tackle. There may well be some good small game fishing available offshore—or onshore. For instance, at Salinas, Ecuador, you can catch roosterfish at Punta Elena on the way out or in. At Tropic Star Lodge you can catch snook from the pier at night, while Bimini offers fine night fishing from the docks for horse-eye jacks and tarpon. Almost anywhere you go you'll find good shore fishing opportunities if you just look for them.

If light tackle big game fishing is your interest, it's usually advisable to bring your own tackle. Charters tend to fish heavy in order to make up for the inexperience of most of their clients. Terminal tackle can be very important. Most camps have the basics, but you'll always end up wishing that you had something or other that you use at home. Unfortunately, it can be very expensive trying to lug along a ton of jigs and plugs. Try to get as good a feel of the fishing as possible in advance, so you'll have a better idea of what might work. In order to avoid overweight, lead head and diamond jigs can be carried aboard in your hand luggage. That's also a good idea with big game reels.

Despite the horror stories you occasionally hear about tourists in foreign countries, it's very unlikely that you'll run into any problems going to fishing resorts. Most are in remote areas and the people are very friendly. You can walk through cities like San Jose, Costa Rica in the middle of the night without giving a thought to your safety. Wherever you go, just blend in with the population and show a proper respect for their way of life. Don't be an "Ugly American" and you'll be welcome everywhere.

If your horizons this winter don't extend overseas, don't forget about Florida. The northerlies frequently put a real chill on the Sunshine State, but fishing remains good in southeast Florida all winter. Indeed, the sailfish and kingfish bite best during the cold, blowy winters. On the other hand, cold weather makes flats fishing very difficult. Winter isn't the time to catch tarpon, but you can accomplish even that by fishing off the bridges on an ebb tide at night when the northerlies create the proper conditions for a shrimp run. Reef fishing can be very good during the winter, especially in the remote Dry Tortugas. The "Viking Starship" will be making 20 and 40 hour trips to that great fishing area from December into April, sailing out of Key West.

A trip to Florida is relatively simple, as everything you need is available there. Just as with overseas flights, it's a good idea to check out possible discounts on flights to Florida. There are so many companies competing that it's often possible to get a cheaper flight now than you could before fuel prices went out of sight. Nevertheless, if you're going to be spending some time there it may be cheaper to drive and avoid the expense of a rental car.

Whether you head overseas or just take a trip to Florida, a fishing trip during the cold weather months makes the winter seem much more bearable. Give it a try this winter and see if it doesn't change your outlook a bit!

SOME 1981 WORLD RECORD FISH

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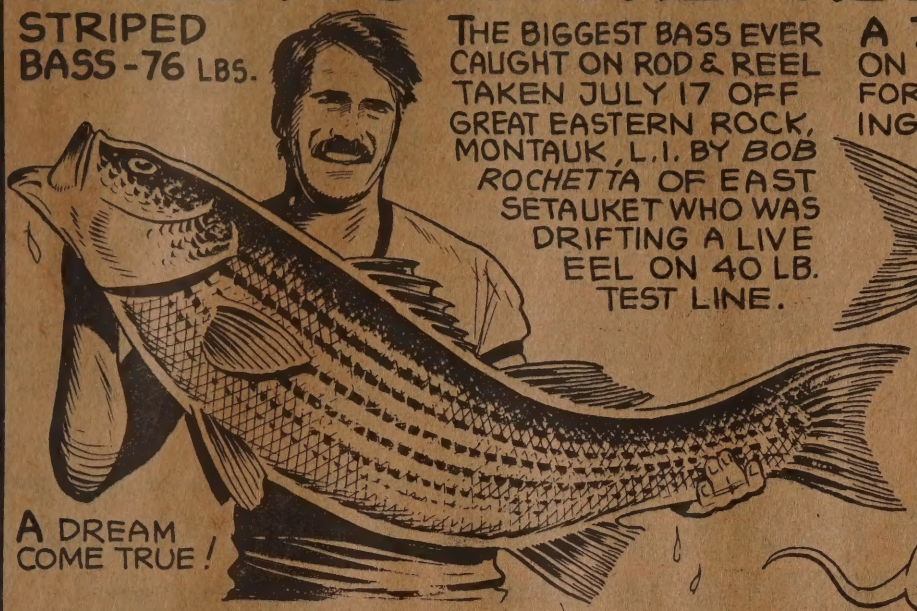

THE BIGGEST BASS EVER CAUGHT ON ROD & REEL TAKEN JULY 17 OFF GREAT EASTERN ROCK, MONTAUK, L.I. BY *BOB ROCHETTA* OF EAST SETAUKET WHO WAS DRIFTING A LIVE EEL ON 40 LB. TEST LINE.

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A 7 LB. 4 OZ. CATFISH ON 4 LB. TEST LINE WON FOR *FRED GOODWIN* FISHING IN THE SPIGOT RIVER OF MASSACHUSETTS, MAY 17.

A 25 LB. 12 OZ. CARP ON 4 LB. TEST LINE WAS A RECORD FOR *JOHN KINASCZUK* FISHING SHADOW LAKE, NEW JERSEY, MAY 20.

A 9 LB. 4 OZ. SHAD ON 12 LB. LINE IS AN ALL TACKLE RECORD FOR *ED CYPUS* ON APR. 20 WHO FISHED THE CONNECTICUT RIVER IN CONN.

TWO BLUE SHARKS, 107 LBS. AND 78 LBS. WERE CAUGHT ON 12 LB. AND 10 LB. TIPPETS RESPECTIVELY - BOTH WINNING WORLD SALTWATER FLY ROD RECORDS FOR *JOHN A. KAYE* ON THE SAME DAY, JUNE 12, OFF BARNEGAT BAY, NEW JERSEY.

A 69 LB. 8 OZ. STRIPED BASS FOR 17 YR. OLD *STEPHEN PETRI* OF L.I. SURF FISHING CAPE COD, MASS. OCT. 25 - ON LIVE EEL BAIT - WILL BE A NEW 20 LB. LINE RECORD WHEN VERIFIED BY I.G.F.A.

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HAPPY HOLIDAYS FROM FRED GUARDINEER... SEE YOU IN '82!

Montauk Report

by Stu Miller

Captain Paul Forsberg of the **Viking Fleet** called to report that he's been fishing Block Island waters this past week and weekend and has seen an improvement with a pickup in the codfishing. Cod are now averaging 5-8 lbs. with the pool fish going in the high 20s and low 30s. Fares are getting roughly 5-6 fish a man. Saturday's high hook was 14 cod for Montauk angler Big John. High hook Sunday was Paul Farnham with 12 nice cod. The **Viking Starship** fishing the Tortugas banks down in Florida was out over the weekend and hauled lots of big mutton snappers and big groupers. John Conicla was pool winner and snagged $145 for his efforts plus his fish sold at the dock for $170.

Captain Richie Rade of the **Marlin Fleet** said that on Sunday's cod trip, 14 fares had 60 cod with a lot in the 5 and 6 lb. range but including a 30 lber. and a 35 lber. The boat is fishing south of Block Island and this is all on clam bait.

Captain Wayne King of the charter boat **King Wayne** fished the Tinkers Fishing Club on Sunday with a solid catch of 89 cod of mixed sizes up to 35 lbs. working the areas south of Block Island. They also picked a few blacks and pollack. The skipper wishes to thank all of his customers for sharing in the good season and wishes all happy holidays and he says he'll see you in the spring.

Ed Ruggles and a friend with blues taken from the South Shore surf on MINNOE 'Spugs.'

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South Shore Report

by Fred Golofaro

CAPTREE

Cod fish fans got a much needed break from the weatherman this weekend and while action was far from red hot for most anglers, there were enough fish aroun to make for some decent fishing. With the dragger fleet exerting lots of pressure on the open bottom cod population south-southeast of Fire Island Inlet, open boat skippers have again focussed their attention on offshore wrecks.

It was on such a wreck that Captain Charlie Kennedy of the "**Capt. Bob Joseph**" found over 60 cod for 18 fares on Satuday. Willie Garris and Marty O'Malley, on a businessmen's holiday from their duties aboard the "**Captree Queen**", demonstrated their angling prowess by putting away 14 cod including fish of 32, 36 and 39 lbs. The pool fish, a 45 pounder, was decked by Jimmy O'Shea, skipper of the "**Capt. Gillen.**" Sunday's action slowed a bit with 40 cod and some good size kblackfish taken.

The charter boat "**Blue Albatross II**", skippered by Capt. Roy Mazziotta, reported a catch of 48 cod from 6 to 32 lbs. for a 10 man group led by Vinnie Soldano on Saturday. Most of the fish were taken in the afternoon following a move from open bottom to a nearby wreck. Some blackfish between 5 and 8¼lbs. were mixed with the cod.

Aboard the open boat "**Captree Queenll**", Capt. Gordon roman reported weekend results off a bit but added that scattered good results were enjoyed by some boats. Sunday's catch totalled in the thirties

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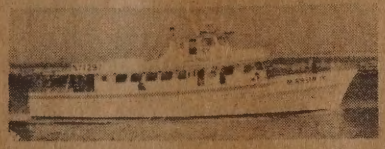

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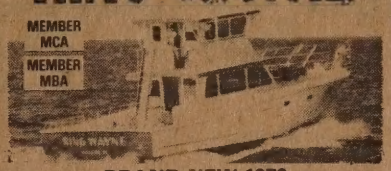

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with most fish ranging between 8 and 20 lbs.

Pool fish was up in the mid-forties. Gordon felt that heavy pressure from draggers on Friday, Saturday and Sunday has had a negative affect on the fishing. He has been working the area around the NA Buoy and also southeast of the buoy in depths ranging between 100 and 120 feet.

New York Bight Report

by Stu Miller

Dave Solomon with a nice catch of bass and blues to 18 lbs. taken at Sandy Hook on umbrella rigs. He fished with this dad aboard Capt. Ronnie Lepper's "Kim."

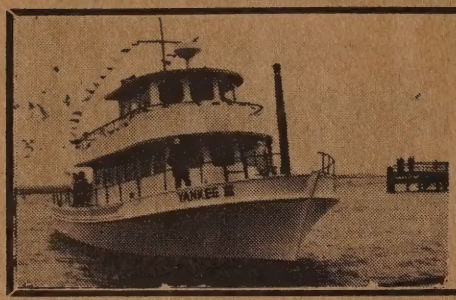
FREEPORT

Captain Al Lindroth of the **Capt. Al** has lots of big cod to tell about. A 52 lber. was caught Tuesday on the boat by angler Sett Cangliosi of Piscataway. On the same trip Bill Sullivan of Richmond Hill scored with a 45 lber. Saturday's trip was one for the recent record books. In just one drop on one of Al's favorite wrecks, 20 men bagged up with 123 cod. Joe Uss, Lindenhurst, bagged up with 9 cod to 50 lbs. His second largest fish was a 31 lber. Tying with Joe with his own 50 lber. for the pool was Charlie Kerdock who also had 11 other cod. Ed Parker hoisted a 39 lber. Tom Smith brought up a 45 lber. while Robert Parker took a 49 lber. All of these anglers hailed from the mighty borough of Brooklyn. Sunday saw heavy crowds out with the nice weather (finally). A. Linarco, Mill Basin took 3 cod to 49 lbs. Al Parker of Elmhurst scored with 4 cod up to 30 lbs., while Bronx angler Mike Paulas had a 38 lber. This was wreck fishing also.

Captain Richie Kessinger of the **Starstream II** also has some tackle busting cod to tell about for his efforts this week. Eric Heuer, age 15, of Richmond Hill bagged a 44 lb. cod Saturday while E. Brosh, Jr. of

Mr. D. F. Silvestro used a live bunker to put this 43 lb. striper aboard his 22' Grady White. It was taken near Atlantic Beach. Subscriber photo.

CAPTREE



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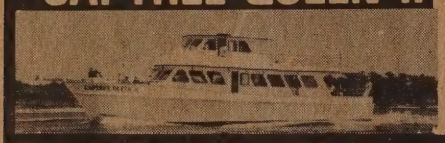
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Ellenville, N.Y. scored with a 48 lb. cod and Jan DeRosa of Ozone Park pulled in 5 cod up to 20 lbs. On Sunday's trip, Larry McCall of Amityville snatched the pool with a 36 lb. cod. On Friday's trip with just 9 men fishing in the blustery winds, 36 cod were hoisted. The skipper is fishing wrecks, open bottom, high pieces, reefs, mussel bottom, in other words, all kinds of whatever bottom is necessary. A 10 lb. blackfish was also taken Friday. Everyday there are a few blackfish and ling mixed in and Richie says the season continues to look good.

Bob DeBatt, Paul Young, and Larry Swenk with blues, fluke and weaks taken near Mt. Sinai back in July. Subscriber photo.

The Capt. Lou III wishes happy holidays to all and reminds you that he is fishing weekends only now for ling, whiting and cod.

Captain Walt Scott of **Freeport Charter Service/Acme II** asked us to let you know that Vic Torgrinson of Seaford who has been Walt's mate on the boat for the last 6 years has just gotten his captain's papers and now sports a 50 ton/100 mile ticket. Vic will now be co-piloting the Acme II with Walt.

POINT LOOKOUT

Captain Dennis of the charter boat **Marie III** called to say that Sunday's charter for the Center Fishing Club fished 150° out of Jones in 110' of water. By mid-afternoon the 10 club members had hoisted 20 cod to 25 lbs. on clam bait and lots of chum. They had also dropped 6 fish. This was on selected pieces of open bottom.

Harvey Schoenberg with part of a fine catch of porgies made on a trip out of Capt. Marty's Fishing Station in New Suffolk.

SHEEPSHEAD BAY

Captain Tom of the **Pilot II** tells us the whiting fishing has been very good between the channels, Ambrose and Scotland. The whiting are running 1-2 lbs. Ling from 2-4 lbs. also being caught. The ratio of ling to whiting is about 50-50. Customers are also getting shots of mackerel to the tune of 6-8 fish a man.

Charlie at **Mike's Tackle Shop**, across from the fleet says it's a slaughter on whiting and ling, but with very few people coming down to fish. On Friday most of the boats were back to the dock by 1:30 PM with full sacks. One boat had a catch of 75 cod for ten men, fishing far to the east. Triple-headers of whiting have been common through the weekend. It's just a pick on blackfish now. Best areas are Scotland and Ambrose Channel and between the channels.

Frank Adamo shows a 3½ lb. flounder and a cod, both of which were part of a large catch made on a trip to Hull, Mass.

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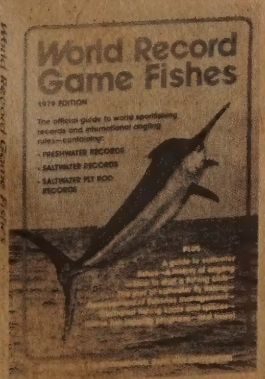

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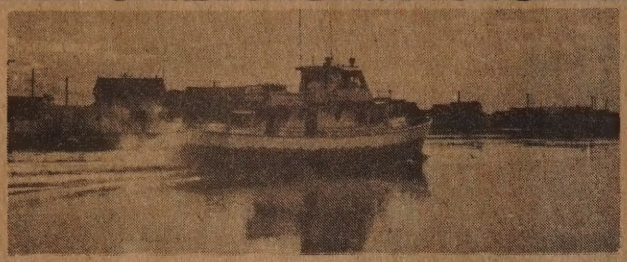

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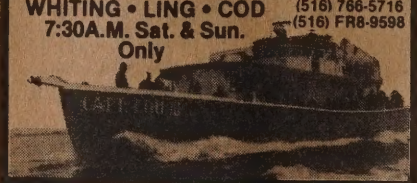

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Paula and Diane Paugh show off a couple of the many blues taken casting by their dad and Joe Burke in Fire Island Inlet. Subscriber photo.

SHEEPSHEAD BAY

SHEEPSHEAD BAY • PIER 7

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(Continued from page 4.)

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All these new products, coupled with old favorites, are featured in Shimano's 1982 Fishing Tackle Catalog. "The Reels"—the Fast Cast series (MLX) of spinning reels are joined by the power retrieve models X-15 and X-25, the KX and MLZ series spinning reels are also highlighted. A new model 10 and model 201 join the Bantam family. The all purpose Triton makes a grand encore. "The Rods"—Bantam Borons, Bantam Graphites, Karate Sticks, and Fast Cast Series...and more. See all these exciting products in full color photos with detailed descriptions and specifications in the 24-page, 1982 Shimano Fishng Tackle Catalog.

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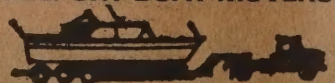
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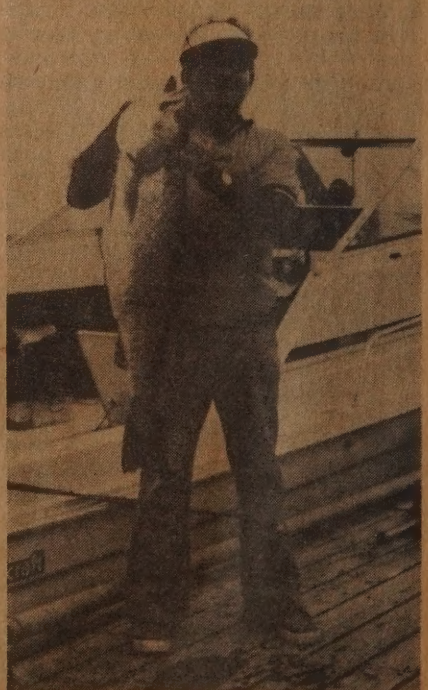

This 14 lb. 13 oz. weakfish was taken in the N.Y. Bight by Steve Petrone of Farmingville back in June. Subscriber photo.

High Tide Tables

How to use tide tables:

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or subtract the hours and minutes as indicated from that areas station above. Example: "Shinnecock Inlet...–0 50" is listed under "ON SANDY HOOK." –0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	Breakwater Harbor AM	Breakwater Harbor PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGE-PORT AM	BRIDGE-PORT PM	NEWPORT AM	NEWPORT PM	DATE
THUR.	12:25	12:35	1:15	1:35	1:10	1:25	2:05	2:25	4:30	4:55	3:50	4:15	12:10	12:35	12/17
FRI.	1:20	1:30	2:15	2:35	2:05	2:20	3:10	3:25	5:35	6:00	4:50	5:15	1:10	1:35	12/18
SAT.	2:15	2:25	3:20	3:35	3:00	3:15	4:10	4:30	6:35	7:00	5:50	6:15	2:10	2:30	12/19
SUN.	3:10	3:25	4:15	4:30	3:55	4:10	5:10	5:30	7:30	7:55	6:45	7:10	3:05	3:25	12/20
MON.	4:05	4:20	5:05	5:20	4:50	5:05	5:55	6:20	8:20	8:45	7:35	8:05	3:55	4:15	12/21
TUE.	4:55	5:10	5:50	6:10	5:35	5:55	6:35	7:00	9:05	9:35	8:20	8:50	4:40	5:05	12/22
WED.	5:40	5:55	6:35	6:50	6:20	6:40	7:15	7:40	9:50	10:20	9:05	9:35	5:25	5:45	12/23
THUR.	6:20	6:40	7:15	7:30	7:00	7:20	7:50	8:20	10:30	10:55	9:45	10:15	6:10	6:30	12/24

On SANDY HOOK

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	–0 01
Red Bank, Navesink, R.I.	+0 48
Long Branch	–0 34
SHARK RIVER INLET	–0 18
Shark River Basin	+0 27
MANASQUAN INLET	–0 12
Seaside Park	–0 33
Mantoloking zbridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	–0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	–0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	–0 26
Gt. Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 46
CORSON INLET	+0 09
TOWNESEND INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	–0 02
Rehoboth Beach	–0 07
INDIAN RIVER INLET	+0 14
SHINNECOCK INLET	–0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	–0 56
Smith's Point	+3 28
Harts Cove	+1 30
Pontunck Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	–0 38
Democrat Point	–0 38
Coast Guard Station	–0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville	+3 39
Heckscher State Pk.	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	–0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	–0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	–0 00
Beach Ch. Bridge	+0 38
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On BRIDGEPORT

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	–0 03
Cranes Neck Point	+0 05
Port Jefferson Harbor	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	–0 08
Herod Point	–0 07
Mattituck Inlet	+0 19
Horton Point	–0 20
Truman Beach	–0 42
Falkner Island	–0 13
Sachem Head	–0 10
Branford Harbor	–0 07
New Haven Harbor	–0 08
Milford Harbor	–0 07
Stratford	+0 27
Shelton	+1 36
Black Rock Harbor	–0 03
Saugatuck River	–0 01
South Norwalk	+0 10
Greens Ledge	–0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On NEW LONDON

Orient Point	+0 27
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Gardiners Bay	+0 21
Promised Land	–0 14
Montauk Inlet	–0 25
Montauk Point	–1 13
Niantic	+1 20
Stonington	–0 33
Noank, Mystic River	–0 23
THAMES RIVER	
Smith Cove	–0 01
Norwich	+0 09
CONNECTICUT RIVER	
Saybrook jetty	+1 10
Lyme	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On WILLETS PT.

Little Neck Bay	–0 10
Execution Light	–0 06
Manhasset Bay	–0 01
Hempstead Harbor	–0 11
City Island	–0 03
Rye Beach	–0 28
Port Chester	–0 09
Mamaroneck	–0 08
New Rocheele	–0 24
Davids Island	–0 02

On B'WATER HB.

CAPE MAY POINT	–0 10
Miami Beach	+1 17
East Point	+0 53
Egg Island Point	+0 33
Cape Henlopen	–0 05
ROOSEVELT INLET	+0 09
Mispillion River Ent.	+0 33
St. Jones River Ent.	+0 57

On NEW YORK

Jersey City	+0 07
Geo. Washington Br.	+0 46
Spuyten Duyvil	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburg	+3 42

On NEWPORT

Sakonnet	–0 10
Tiverton	+0 21
Beavertail Point	–0 02
Prudence Is., Sandy Pt.	+0 10
Bristol	+0 10
Warren	+0 21
Nayett Point	+0 12
Pawtucket	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	–0 08
Point Judith Harbor	–0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Old Harbor	–0 14
Watch Hill Point	+0 44

Sunrise/Sunset

12/18	7:22	4:30
12/19	7:22	4:30
12/20	7:23	4:31
12/21	7:23	4:31
12/22	7:24	4:32
12/23	7:24	4:32
12/24	7:25	4:33

Moonrise/Moonset

12/18	—	12:35PM
12/19	12:41AM	1:01PM
12/20	1:40AM	1:01PM
12/21	2:39AM	1:55PM
12/22	3:37AM	2:23PM
12/23	4:35AM	2:55PM
12/24	5:32AM	3:31PM

Moon Phases

NEW	1st Qtr.	FULL	2nd Qtr.
12/26	12/4	12/11	12/18

The Original Knight

SOLUNAR TABLES

When To Fish Or Hunt

The schedule of solunar periods for this week as printed below have been taken from the original ***KNIGHT SOLUNAR TABLES***. Plan your day so that you will be fishing good areas during these times when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold type face. The minor periods are shorter in duration and lighter type face.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	10:25	4:15	10:55	4:40
Fri.	11:15	5:05	11:45	5:30
Sat.	11:55	5:45	—	6:10
Sun.	12:25	6:25	12:35	6:45
Mon.	1:00	7:05	1:15	7:25
Tues.	1:40	7:45	1:55	8:05
Wed.	2:20	8:25	2:35	8:45
Thurs.	3:00	9:05	3:15	9:30

FISHERMAN'S CLASSIFIED

To place an ad in *THE FISHERMAN'S* classified section, send in copy for the ad exactly as you wish it to read along with your check or M.O. for the full amount. Rates for non-subscribers are 30-cents per word with a 15 word ($4.50) minimum. Subscribers to *The Fisherman* receive a *Fifty-percent DISCOUNT* if they include the number off their subscription label. Classified rates for subscribers are: 15-cents per word with a 15 word ($2.25) minimum. *Discounts for extended runs:* 12 times, 5%; 35 times, 10%; and 50 times,15%. To run a photo with ad, non-subscribers add $10, subscribers $5.

BOATS & MOTORS

STAMAS 26' All Fiberglas, incl. self-bailing cockpit, fish well. 1967 w/Chrysler outdrive & V8 overhauled 1980. Expertly maintained. 10' beam, cabin w/bunks & head, full top. Winter storage paid. Superb fishing boat, top condition. $7500. 914-381-2736 Lower Westchester.

1965 CHRIS CRAFT Cutlass, 22' cuddy cabin; factory glass over wood. 307 Chris Craft engine, approx. 200 hrs; CB; depth finder, VHF. All CG equipment. Extras; economical. $3500. 516-653-6866 after 5PM.

We're blowing these 5 Brand New '81 AQUA-SPORTS out the door! No trades! No lower prices anywhere! 1-19' 6" Family Fisherman, 1-24' 6" Family Fisherman, 1-22' CCP, 1-24' CCP, 1-22' Osprey. ROWLAND BOATS & MOTORS, 1598 North Hwy., Southampton, N.Y. 11968. 516-283-3444.

EVINRUDE

1981 EVINRUDES 1981
2-$292; 4-$416; 4.5-$504; 7.5-$656; 9.9-$825; 15-$925; 25-$1050; 35-$1250; 40-$1350; 55-$1700; 60-$2100; 70-$2240; 90-$2575; 115-$2700; 140-$3240; 150-$3500; 175-$3700; 200-$3820; 235-$4000. ELECTRA MARINE, 610 Merrick Rd., Lynbrook, NY 11563. Scott & McCulloch parts. FOB/H. Wt. 516-599-3003. We ship anywhere.

22' MAKO 200 h.p. Evinrude, power trim & tilt, SST Prop. Shoreline Trailer w/power winch, CB radio & antenna. Excl. cond.; will demo. $7000. 732-1251.

26' CHRIS CRAFT Cutlass; exc. cond. Twin 283 engines. Must be seen. Asking $5500. 516-271-1984.

Pair of Elec. 65 h.p. Johnson w/power tilt. All controls; extra props., low hrs. Economical; mint cond. $1500 pair. Firm. 516-271-0226.

1969 SEABREEZE 19', 1969-80 Merc. Tundebolt. New prop. overhauled 1981. New Loran, DF, compass, trailer. Excl. cond. $1500. 212-389-7598 or 389-3126.

Ready to go: 260 Mercruiser, 350 complete engine pkg. No drive; engine rebuilt. Never run. All engine parts, manifold, mounts, alternators, etc. Will demonstrate. $2600. 744-7370 Days.

WANTED: 7' or 8' Fiberglas Dinghy with or without Outboard motor. Good cond. & reasonable price. Call 212-468-9794 after 7PM.

SHAMROCK KEEL DRIVE—20' & new 26' gas or diesel; 3 models. Also Mako and Cruiser, Inc. Demo avail. SOUTH SHORE BOATS, 516-288-2400.

1980 AQUASPORT 24' 6" center console w/cuddy cabin. Full custom canvas; 1981 225 h.p. Merc. w/1981 40 h.p. Merc. auxiliary. Loran C, Si-Tex recorder, VHF, digital depth flasher, sea water temp. gauge. Outriggers; full instrumentation. Fully equipped for serious fishing. $24,000. Days: 212-223-7236. Eves/Wknds. 212-793-7920.

WINTER STORAGE—Inside/Outside - $6 per ft. & up. AL GROVER'S, Freeport. 516-FR 8-0510.

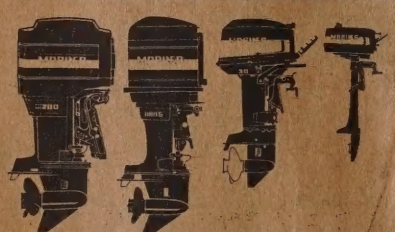
MAKO 23, Evinrude Z35. Both '79, launched 1980. 60 hrs. Stainless T. Top; riggers, custom console, tackle locker, rocket launcher leaning post, Bennett trim tabs, 2 batt. system, saltwater washdown, tachometer, temp, volt, gauges. All canvas & cushions. Winter cover; Lowrnce 1510.B paper recorder, VHF & CB radios; bilge pump. Loaded. Mint cond.; in water, will demo. $16,200. Won't last. 516-587-0352.

1974 CHRIS CRAFT 23' Tournament Fisherman. Excl. cond. 200 h.p. Inboard. Lots of extras. $7500. Call 516-765-1600 Eves.

LYMAN 1961, 16', 1975 Evinrude 50 h.p. Engine excl.; lo hrs, 30 mph. Rigged for fishing. Wood hull needs paint; w/seat cushions, 2 Danforth anchors & lines; illuminated compass, running lights, bilge pump, int. lights, spare engine bracket. Emergency flag/flare kit, depth flasher, 18 gal. built-in gas tank, rod holders, Teleflex steering. Marine batt., net, gaff. Moving; must sell. $1000. 212-229-1870.

SEAWAY Boats: 17'-23' center consoles & cuddy cabins, commercial & fishing models; Mariner Outboard ranging from 2-200 h.p. VILLAGE MARINE, Bay Ave., Mattituck, NY. 516-298-5800.

Pair of 125 h.p. Chrysler crowns SWC w/transmissions, new exhaust manifolds; 30 hrs. on engines. $2500 pair. Firm. 212-326-7070 Days. Ask for Tom. Engines located in Lindenhurst.



1982 MERC MARINER OUTBOARDS 1982
2-$295; 4-$460; 5-$530; 8-$670; 9.9-$860; 15-$940; 25-$1145; 30-$1235; 40-$1340; 50-$1755; 60-$2085; 70-$2285; 80-$2475; 90-$2460; 115-$2820; 150-$3635; 175-$3735; 200-$3935. FOB Shipping arranged. SPORTS MARINE, 201-736-3909; West Orange, New Jersey.

24' BAYLINER, I/O 6 cyl. Volvo engine completely rebuilt this season. Sleeps 4, stand-up head. Full galley w/sink, stove, elt., VHF radio, DF, rod holders. Full canvas w/camper top. Many extras. Must sell; bought larger boat. $5500. 516-785-1837 Eves.

Unique opportunity Diesel-powered walkaround Charter boat; 31 pass. inshore; 24 pass. ocean. Loran C, 2 recorders; night lights. With business. Prime Long Island Bertha; turn-key operation. $25,000. 516-249-0961.

19' MAKO 140 h.p. Power trim; under 30 hrs. Depth finder/alarm, VHF radio. Many extras. Shoreline Galv. Trlr. w/elec. winch. Best offer. 201-666-0399.

AQUASPORT 1978 24' 6" center console. Full canvas, live well w/pump, VHF, DF. Full instrumentation, Morse control, outriggers. No motor. Loaded. $8300. 516-221-9166.

18' COBIA cuddy cabin 1973, 100 h.p. Johnson, compass. All canvases; depth flasher, bilge pump, CG pkg., rod holders, 1981 galv. E-Z Load trailer. All winterized & ready to go. $3400. 516-466-0335 Days. 516-938-3127 Eves.

MAKO 21, Evinrude 200—both 1978. For sale; in water at end of season. Engine used only 2 yrs. Equipped w/power trim. Boat has fuel-saving Bennett trim tabs; built-in compass, bilge pump, bow cover. Avail. w/wo full elec. & outriggers. Contact Al Ristori, 201-334-8059; or leave message at Star Island Yacht Club, Montauk, 516-668-5052.

1976 AQUASPORT 22' 2 Family Fisherman, 1979 Johnson 175 h.p. Twin captain chairs w/coolers, built-in tackle cabinet, Mecca white line recorder, VHF, compass, Cox tandem trailer & more. Well kept; best offer. 212-236-9615 Days. 212-987-3596. Eves.

1981 EVINRUDE CLOSEOUT! Prices! AL GROVER, Freeport. 516-FR 8-0510.

FOR SALE: 1978 Robalo 23' center console, 200 h.p. Evinrude. Low hrs. Dual batteries. Ross 600C recorder. Immaculate. 212-848-5957.

26' GROVERBUILT 1979. All teak decking & trim; 6 cyl. Lehman diesel, custom engine mounts & prop. Si-Tex recorder, Nelco Loran, standard VHF. Downriggers, outriggers & too much to list. Will sell with or w/o electronics. Mint cond.; must see. $26,000. 516-766-3838. Days or Eves.

GALAXY '79, 19' 85 h.p. Evinrude, E-Z Load trailer. Excellent. $4900. 516-567-9424.

1977 CHRIS CRAFT Lancer 23' 6". New Mecca whiteline recorder, VHF, Lowrance depth sounder alarm. Many other extras. Excl. cond. $9500. 212-946-3910.

1980 Spirit 50 h.p. elec. Excellent cond.; 15 hrs. use. Tank battery controls incl. $935. 516-281-9897.

1976 21' Hallmark center console, Sea Craft type hull, '78 200 h.p. Black Max Merc w/very lo hrs. Trailer, CB, compass. Extras. Very good cond. $5000 Firm. 516-581-2380.

BOATING EQPT.

BOAT TRAILERS FOR RENT: Single & Tandem axle. Daily, weekly, monthly rates. Temporary & Permanent hitches for Sale or Rent. BARN TRAILER SERVICE, 57-06 Broadway, Woodside, New York. 212-426-7039.

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Remember, if it has anything to do with compasses at all, give me a call! Huge inventory of Ritchie Compasses. Expert installation & adjustment. Authorized repair service. I also carry a complete line of binoculars, sextants, clocks, barometers. JENS JACOBS NAUTICAL SERVICE, 516-757-7169.

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WANTED: In good condition—set of trim tabs with controls for a 27' boat. Call Capt. Tom, 516-265-9368.

TRAILER HITCHES. The most complete Draw-Tite line of Class I & II hitches in stock in Long Island. Sales, installations & service. TOM CASH WELDING, Lake Ronkonkoma. 516-JU 8-6143.

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Christmas Sale for that special fisherman. Send $.50 for handling to ADKINGS FISHING TACKLE, P.O. Box 224, Mt. Sinai, NY 11766.

BUCKO'S Parts & Service Center. We carry parts for Daiwa, Kencor, Olympic, Newell, Ryobi, Penn, Shimano, Zebco, Quick, Mitchell. To order, call: 617-674-7900, or write: P.O. Box 87, Fall River, Mass. 02724.

FOUR SEASONS RIGS. Makers of the famous "Nite-glo" glow in the dark. "Hot Pink" & "Fire Red" whiting & ling rigs. Flounder-pounder yellow corn winter flounder rigs. Hi-Lo "Double Trouble" series for fluke & weakfish. Bluefish "Big Foot" & mullet specials. Over 77 different varieties for saltwater. Complete catalog $.20. P.O. Box 1552, Pt. Pleasant Beach, NJ 08742. Dealer inquiries welcome. TFN

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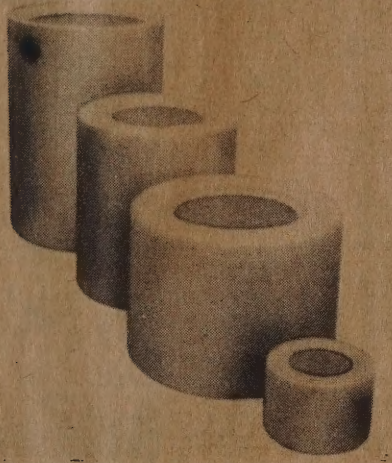

LIVE BAIT WELLS pumps & accessories. For Free brochure send $.25 P/H. THE CADDY CO., 57 Bayonne Ave., Dept. L, Central Islip, NY 11722, 516-234-0144.

EVERYTHING for the saltwater fisherman. Quality tackle at lowest prices. Free catalog. SALT WATER TACKLE BOX, Dept. FG1, Falmouth, Massachusetts 02540.

COD KILLER RIGS. Long proven double designed rig that will fill the freezer for you. 3 completely tied rigs. $3.50. Whiting/ling killer rigs: 3 needle sharp Mustad beaks tied in at just the right height to get you big catches. A time tested rig avail. here only. All rigs hand tied, finest materials. 3 completely tied rigs - $4. P. Miller, 150 Babylon Ave., Merrick, NY 11566.

B-P FISHING Tackle Manufacturer—most often copied! Never equaled! The largest selection of rigs, jigs, tubes & leaders; over 200 items. No comparison by anyone. Dealers call: 201-688-6059 or write: 22 Portland Rd., Union, NJ 07083.

ROD COMPONENTS—Tremendous inventory: blanks, seats, butts, grips, guides, tops, etc. All name brand. "Lowest possible prices." Free instructions. LON WANSER BAIT & TACKLE, 3818 Merrick Rd., Seaford, NY 11783. 516-785-1138. Open daily 9:30AM-5:30PM; Sun. till 2:30PM.

MISCELLANEOUS

"BUCKLES" - come and get un! Solid brass fishermans, hunters—if you would like a free brochure, send S.A.S.E. to: R. PFRIENDER, 293 Meadowbrook Rd., Merrick, NY 11566.

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LOBSTER GEAR—Traps. New & used. Osco haulers & parts. Everything for the lobster fisherman. 516-427-4063.

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ATTENTION Fishing Clubs: The New England Fisherman is once again offering its slide program to clubs & other interested organizations. Each show consists of 80 slides & lecture lasting about 1 hr. Programs avail. are: Bunker Fishing for Bass; Flounder Fishing How-to; Offshore Cod Jigging; Casting Danny Plugs for Blues & Bass; Basic Terminal Tackle; Trolling the Tube & Worm for Bass; Surf Fishing Locations; Westbrook to Pt. Judith; Key West & Fishing Vacation; Codfishing on George's Bank. For more info, contact The Fisherman, Attn: Slide Shows, Box 211, Mystic, Ct. 06355. 203-572-0564.

Marine Transport—T.K.'s BOAT HAULING. You call; we haul! 24 hr. emergency service. Local & long distance; launching & hauling at any desired location. Up to 35'. Fully insured carrier. Call: T.K., 516-623-2967.

Have the government buy you a new boat! A commercial fisherman can put his income taxes into a CCF Fund to be used to purchase a new vessel. This is one of the tax items available to the fishermen. Call Robt. Bertha, CPA, 201-889-4373. No charge for initial consultation.

WINTER STORAGE—Now accepting outdoor winter storage for your boat. Also have a small selection of select brokerage boats for sale. SUNSHINE MARINE, 23 Rampasture Rd., Hampton Bays, NY 11946. 516-728-1339.

FISHERMAN'S LOG: Record your fishing trips on beautiful pre-printed fishing log. Contains trip #, date, crew, fishing area, weather/wind/water cond., water temp; fished-for, fish caught & remarks. Fits 3-hole binders, striped bass or bluefish background. 100 sheets $4.98 + $1 post & handl. Send check or M.O: T. SPINELLI, RD #5, Box 292, Jackson, NJ 08527.

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1967 Jeep Wagoneer, 327 V-8 Engine, 4-wheel drive w/hubs, AM/FM radio. Some spare parts incl. Very good running cond. Looks good, too. $1500. Call 516-581-0077.

Thomas and Christian Lee with some of the fluke they took during a mid-September trip in Rockaway Inlet.

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and Tim Coleman
Editor of The New England Fisherman

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